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TIME-TABLE.

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7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

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11.45 p.m.

SATURDAY.

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8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 „ „ 11.00 „ „ 10 „
11.30 „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

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DOWN TRAINS

Stations		No. 14 Local	No. 12 Local	No. 8 Local	No. 11 Local	No. 6 Through Express	No. 16 Local	No. 22 Local	No. 8 Through Express	No. 24 Local	No. 26 Local	No. 28 Thro' Exp.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Ho Yan)	dep.					7.00			5.10			2.10
SHEK LUNG	dep.					8.12			11.46			4.50
Sham Chun	dep.	Sundays only	7.18	8.06	10.27	11.19	11.40	5.05	2.36	6.15	6.11	5.15
Shenngshui	dep.		7.23	8.13	10.44	—	11.51	5.16	2.44	6.22	6.17	—
Fanling	dep.		7.35	8.18	10.55	—	11.51	5.16	2.56	6.33	6.27	—
Taipo Market	dep.		7.42	8.25	11.03	—	12.03	5.23	3.03	6.40	6.34	—
Taipo	dep.		7.47	8.34	11.03	—	12.07	5.27	3.08	6.45	6.39	—
Shatin	dep.		8.00	8.47	11.16	—	12.21	5.40	3.22	6.58	6.52	—
Yaumati	dep.	7.27	8.14	8.59	11.28	—	12.36	5.57	3.38	7.14	7.08	—
KOWLOON	arr.	7.35	8.22	9.09	11.36	11.33	12.45	6.01	3.46	7.22	7.16	7.33

UP TRAINS

Stations		No. 1 Local	No. 1a Local	* No. 5 Through Express	No. 9 Through Slow	No. 13 Local	No. 15 Joint Service Hongkong	No. 23 Local	* No. 25 Thro. Exp.	No. 17 Local	No. 19 Local	No. 21 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	Hours	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	—	6.25	6.45	7.45	8.45	10.15	11.45	1.05	2.45	4.15	5.15	6.45
KOWLOON	dep.	6.41	7.35	8.07	9.16	10.33	12.00	1.18	3.00	4.34	5.27	7.00
Yaumati	dep.	6.51	7.15	—	9.26	10.43	12.10	1.27	—	4.43	5.37	7.10
Shatin	dep.	7.08	—	—	9.43	10.57	12.24	1.41	—	4.56	5.50	7.23
Taipo	dep.	7.17	—	—	9.53	11.06	12.34	1.50	—	5.05	5.59	7.33
Taipo Market	dep.	7.22	—	—	9.57	11.10	12.38	1.54	—	5.09	6.03	7.37
Fanling	dep.	7.32	—	—	10.06	11.19	12.48	2.03	—	5.18	6.12	7.46
Shenngshui	dep.	7.38	—	—	10.12	11.25	12.54	2.10	—	5.24	6.18	7.52
Sham Chun	arr.	7.46	—	[8.10]	10.19	11.32	13.01	2.17	—	5.31	6.25	7.59
SHEK LUNG	arr.	—	—	10.47	—	—	—	4.39	—	7.55	—	—
CANTON (Tai Ho Yan)	arr.	—	Sundays only	12.10	5.56	—	—	—	6.15	—	—	—

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.20	2.20	6.9.	Shatinkok...dep.	4.50	10.15	1.05	5.06
Shatinkok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.35	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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Revised by the Members

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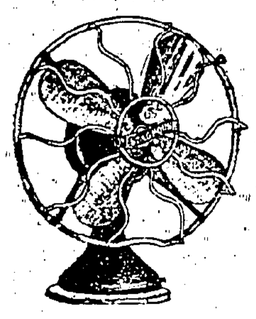
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UNEMPLOYMENT IN MALAYA.

FIRST YEAR'S WORKING OF THE EUROPEAN COMMITTEE.

The report on the first year's working of the European Unemployment Committee in Malaya is published in the Straits papers. The Report is to the 12th of April, and the Chairman mentions that, since that date thirty-six further applications for assistance have been received by the Committee.

The report states:—

Inception.—In December, 1920, a Committee, representative of planting interests, was formed to deal with unemployment among planters, and subscriptions to a fund were invited from the planting community. The Great War Ex-service Association also took action, and so far as was possible, the two bodies worked together.

It was found, however, that the problem was too large for the Committee as constituted to deal with successfully, and at a meeting held on 26th February, 1921, at which the Ex-service Association was represented, it was decided to ask Government to appoint a Senior Officer to preside over a central body to deal with all cases of European unemployment.

As a result, Mr. W. Pell was appointed at the end of February to deal with the question; his ordinary duties as Controller of Labour brought him into constant contact with the planting community, a fact which was of great assistance in dealing with many of the cases.

Financial.—At the outset, the Chairman sent a letter to the Press, explaining the position and inviting subscriptions. The appeal was generously responded to and a debt of gratitude is due to all those who have assisted the fund.

The Governments of the Straits Settlements and Federated Malay States each contributed $10,000, while the Kedah Government has contributed $1,000 per mensem for nine months. The other Unfederated Malay States did not contribute, but Johore undertook to find some billets for its unemployed. The Federated Malay States War Relief Fund made two donations of $10,000 each. All subscriptions have been published in the local Press from time to time.

The total contributed amounted to $160,155, while the total expenditure was $143,187. This was expended as follows: Passages $79,032, financial assistance $58,922, administration expenses $5,233.

Applications for assistance.—Six hundred and thirty applications for assistance were received. A few of these were from people who were not genuine Europeans, and a few from non-British subjects. A large number had wives and children.

All types were represented, and it was by no means an easy task to sift out deserving cases. Charity, however, if it is to justify itself, must tend to err on the generous side, and this has been the general principle followed by the Committee. A number of the applicants belonged to a class, which is always to be found in every country, and more especially in a big port like Singapore: their state of unemployement was in no way due to the local depression and generally speaking, they were not assisted from the Fund.

A large number of the applicants were ex-Service men, some of whom had only come to Malaya after the war, while others had been employed there prior to the war and had left to join up. A sum exceeding by $3,583 the $20,000 contributed from the Federated Malay States War Relief Fund, was expended in assisting the latter.

Some 172 in all were found employment, apart from some 37 who succeeded in obtaining work through their own efforts.

Passages.—Although the prospect of employment in other countries was not very bright, the Committee were of opinion that it was better for Europeans to try their fortune in a more temporate climate and among people of their own nationality. Passages, therefore, were freely offered—especially to Australia. It was exceedingly difficult to get cheap accommodation, as scarcely any of the ships sailing from Malaya provide steerage accommodation.

The Henderson Line agreed to allow a reduction of about 15 per cent., and most of those who were sent to England travelled by their boats: the Bibby Line offered a similar reduction. The Holt line took one small batch in quasi-steerage accommodation at £50 a head, and offered to do so again, provided that a certain number, who were to be all males, were guaranteed: this unfortunately was not practicable. Passages to Africa (South and East) were somewhat difficult, as there were few direct boats.

It was arranged in all cases where necessity was shown that the people sent away should each receive a sum of money, usually £10, on arrival at their destination.

Passages were granted to 180 men, 44 women and 24 children. In a few cases, a cheaper rate of passage was obtained through the Committee, the applicants themselves defraying the cost.

Offers of a passage were declined by some 17 men—involving 5 dependents.

At the present time, there are only 58 on the register who have not been finally dealt with. Of these, 9 have got temporary employment: of the remainder, 26 registered themselves for employment only, and of these, probably most have some means to carry on with.

FAMINE RELIEF IN NORTH CHINA.

AUDITED ACCOUNTS.

We have received a printed copy of an "Audited Statement of Accounts of the Finance Commission of the Relief Loan, together with Financial Statements of the nine Provincial Committees engaged in Relief Operations from October, 1920, to December, 1921."

The audit was conducted by Messrs. Thomson Brothers and Stedman, Thomson Brothers and Bell, and G. H. and N. Thomson, chartered accountants of Peking, Tientsin, Hankow, and Shanghai. Their Report to the Hon. Treasurers of the Finance Commission of the Relief Loan dated Tientsin, April 8th, 1922, states:—

"In accordance with your instructions we have audited the Accounts of the Commission charged with the allocation of the sum of Four Million Dollars advanced by the Banks and secured upon the Chinese Maritime Customs Surtax.

Inasmuch as these allocations to various provincial Committees were merged into the general funds raised from other sources it was only practicable to account for the expenditure of the grants-in-aid by making a complete audit of the total Income and Expenditure raised and disbursed for the purpose of Famine Relief in North China.

The suggestion that our instructions should be widened, at the charge of the Finance Commission of the Relief Loan, to cover the whole field of administration was sympathetically received by all the responsible authorities and we have, therefore, reported the result of our audit to the Honorary Treasurers of the following Famine Relief Societies:—

1. Peking United International Famine Relief Committee.
2. North China International Society for Faming Relief Tientsin.
3. Chinese-Foreign Famine Relief Committee Shanghai.
4. International Auxiliary of the Shantung Famine Relief Society.
5. Shantung Chinese-Foreign Famine Relief Committee.
6. Honan International Famine Relief Committee.
7. Shansi International Famine Relief Committee.
8. Shensi International Famine Relief Committee.
9. Kansu International Famine Relief Committee.

The total sum received and accounted for by the various Committees amounts to $17,358,633.39 after eliminating from the account $905,769.10 representing transfers of money between the various Committees." This serves to explain why the Kansu Committee's expenditure, as shown in the summarised statement, was greater than the receipts. Fifty thousand dollars was contributed to Kansu by the Peking United International Famine Relief Committee as shown in the Kansu Financial Statement.

"In addition to the Financial Statements above referred to we have made a complete Audit of the Manchurian and Local Grain Purchases effected by Messrs. Arnhold Brothers & Co., Ltd., on behalf of the Purchasing Board of the North China International Society for Famine Relief, Tientsin. These purchases, and the incidental expenses connected therewith, amounted to $2,121,999.50.

The Audit has occupied members of our Staff from March, 1921, to date. Although much of the heavy burden of work fell upon the Honorary Treasurers and Field Workers in the period October, 1920, to February, 1921, possible facility and assistance was given us in making our Audit retrospective and in organising a system of accounts upon a uniform basis.

Visits of some duration were made to Tsinanfu, Taiyuanfu, Kaifengfu, Sianfu, Tinchow, and our Peking Office generally supervised and checked the expenditure of the various Committees throughout the year.

In addition to our Staff the services of practised Accountants, were secured for several of the Provincial Committees.

THE OVERHEAD CHARGES.

The auditors' certificates attached to the various Committee accounts show that in no case did the overhead charges exceed 2.6 per cent. In the case of the Peking United International Famine Relief Committee, which disbursed $6,630,286.23 the overhead charges represented one and nine-tenths per cent. The auditors have certified in the case of each committee that the overhead charges "have been incurred for legitimate purposes connected with the operations of the Committee, and have been fully vouched.

It will be remembered that allegations were made at the time of the famine that all the money which the Chinese Government was raising by means of surtaxes was not going into the relief funds. We are unable to find in these audited accounts any reference to a Government contribution other than the Loan of $4,000,000 raised on the security of a Customs surtax. How much the Government raised by that surtax, and the surtax on railway fares and telegraph charges, and whether it exceeded the loan, is known only to the Ministry of Finance.

SHIPPING IN THE EAST.

COMPETITION WITH THE BRITISH INDIA LINE.

The future of the British-India Steam Navigation Co., Ltd., "assailed on all sides by opposition from Americans, Japanese, Germans, Dutch, and Portuguese—most of them assisted by their own Governments," was reviewed by Mr. W. C. Currie at a dinner in Calcutta recently, according to an Indian contemporary.

Referring to "the political game" of Mohammedan lawyers to obtain control of the recruitment of Indian seamen, he emphasized that unless the campaign was fought "the soul force exerted on our crews will end in laying our steamers up.

The progress during the 66 years the Company has now been in existence, Mr. Currie said, was reflected in the fact that while in America, Australia, Japan, and Great Britain thousand of tons of shipping were laid up, so far—with the exception of old ships which had exceeded their allotted span—not one British-India vessel had been laid up in the East.

The occasion for the speech was a farewell dinner in the B.I. club-rooms, Calcutta, to Mr. Robert Reid, superintending engineer of the B.I.S.N. Company, who is retiring after 33 years in India.

"The Company, like many other industries, has suffered from the chaotic conditions prevailing practically all over the world," Mr. Currie added, "and from a sudden fall on the earnings side whilst on the expenditure side the reduction has been slow. It has suffered and is suffering from labour troubles at ports, causing endless delay to ships; from increased and increasing port expenses, and it has been assailed on all sides by opposition from Americans, Japanese, Germans, Dutch, and Portuguese—most of them assisted by their own Governments. It has been subjected to legislation of different forms, all costing large sums of money and largely unnecessary. As an example, I would mention the new Indian Wireless Act, which will involve an expenditure of several lakhs of rupees, quite apart from the extra running charges which will have to be incurred. Another example, though not measurable in terms of money, is the attempt, by the Indian Seamen's Union to obtain control of the recruitment of our Indian seamen. The game is political and we have to fight it, otherwise the Mohammedan lawyers who run it will exert their 'soul force' upon our crews, which will end in laying our steamers up.

ADVERSE CONDITIONS.

"The result of the adverse conditions with which we are at present faced," said Mr. Currie, "is seen in the voyage accounts, which are depressing reading, but after 66 years of careful and steady progress we must carry on. We must keep our lines running, we must carry the mails, we must assist our constituents to carry on their trade, and how far we have achieved this is reflected in the fact that whereas in America, Australia, Japan and Great Britain we hear of thousands of tons of shipping being laid up, so far, with the exception of old ships which have exceeded their allotted span, not one British-India vessel has been laid up in the East."

Mr. Currie thought that the future was mainly dependent on politics. Ever since the War started, he pointed out, almost every Government had become imbued with the idea of its great and inherent gift for running all industries. Under the phenomenal circumstances then existing, he did not say that it was not right that they should have exercised control: in fact the requisitioning of all shipping in 1917, was justified by results, but by the time this requisitioning took place the Government had awakened to the fact that it was necessary to appoint in charge an experienced and able shipowner, and to him the success was due not to the Government as a Government.

"Thank goodness," Mr. Currie concluded, "Great Britain had been saved the caucus of a nationalized mercantile marine with its interminable red tape and its inelasticity."

During the war, he remembered attempting to assist some commanders of transports to recover their purserage claims; one they chased through several Government departments in Bombay to Poona, thence to Quetta, and then they gave it up. One could imagine an irate commander, after a six months' voyage, chasing his portage bill from here to Delhi, and if the summer had just arrived, thence to Simla. At the present time they were struggling in the office to trace something like two dozen forks issued to the Pentakota at Port Said somewhere about 1915.

A SILVER LINING.

"Unfortunately," Mr. Currie remarked, "other countries did not possess a British-India Chairman, and to mention a few—Australia, Canada, and the United States have all been bitten by the mania for possessing their own mercantile marine. And now we have a certain section in India thinking likewise. But there is always a silver lining to the cloud and one part of this lining is the loss sustained by those Governments at present busy with this hobby of shipowning—one country, I am told, after writing off depreciation, lost £1,800,000 last year. The worm, otherwise the taxpayer, will surely turn sooner or later and, I trust, discourage other Governments following the road to ruin. The other part of the silver lining is that Britain's supremacy in shipping is due to the imbued love of the sea of its inhabitants, to the race being a race of seamen, a circumstance which has been somewhat overlooked by our American friends. Governments can build ships but they can't build seamen.

"As I have mentioned already, we are being assailed on all sides but so far we have not lost our clientele, and so long as we work efficiently and economically and continue to extend to our constituents—of whatever race they may be, of whatever class they may be—courtesy and consideration, so long as we all pull together I have no fear we will carry on and in spite of the troublous times which undoubtedly lie ahead of us, we will emerge stronger than ever before." (Applause.)

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BRITISH AND AMERICAN SQUADRONS IN CHINA AND JAPAN.

CRUISERS OF COAST & RIVER STEAMERS.

RANDOM REFLECTIONS.

Sir Paul Chater's project for endowing Kowloon with a branch of the Union Church, Hongkong, is in danger of being delayed owing to the difficulty of obtaining a suitable site. Obviously it is desirable that a house of worship should be in the midst of, or in close proximity to, the populous districts from which it expects to draw its congregation. So far as I can gather, however, the Government has offered a site amongst the rocks behind Hunghom village, where it is proposed to cut a new road—"some day." Those who have had any experience of the Government's methods will appreciate the significance of the two words in inverted commas, but that by the way.

Despite the scriptural warrant for building on a rock, there is natural fear that in this case there would be the attendant disadvantage of the good seed falling on stony soil, so to speak. There is a corner of King's Park which would admirably meet all requirements. The military authorities, to whom it belongs, might be willing to surrender it, free of cost, if approached by the Government, but, failing this, it could be bought from them, I understand, for thirty cents a foot. In view of what the Government has done to assist other denominations—for example, the vote of $50,000 to the Church of England training college for Chinese in Canton—the expenditure necessary to make everybody happy in this matter should not prove an insurperable obstacle to the early realisation of the Union Church scheme. That, I am convinced, would be the view of the Secretary of State for the Colonies if the matter were brought to his notice by one of his colleagues in the Cabinet, of whom there are several, including the Prime Minister himself, belonging to the Free Churches.

Sir William Brunyate, Vice-Chancellor of Hongkong University, entertained the Editors of the local newspapers at luncheon recently. Next day, I regret to learn, he was laid up with a high temperature. Some people will profess to see in this cause and effect. My retort is that Sir Reginald Stubbs, who refuses to meet Pressmen even when they happen to be Peers, is leaving for England to-morrow for the benefit of his health.

There is a passage in the report of the District Officer for the Southern District in which, I suspect, the words have been slightly transposed. It says: "I fear it is sometimes forgotten that the District Officer has to consider the interests of a large and law-abiding body of Chinese as well as those of the European population." Surely the intention must have been to write: "I fear it is sometimes forgotten that the District Officer has to consider the interests of the European population as well as those of a large and law-abiding body of Chinese." The words are identical, but there is a world of difference in the meaning.

There is nothing in the report to indicate the point at which the interests of the two races clash. On the contrary, it is admitted that "the development of the place as a summer resort has undoubtedly brought much money into the Island." Every schoolboy knows, as Macaulay would say, that there is excellent authority for regarding money as "the root of all evil," but the Chinese seem just as reluctant as the average foreigner to endorse this view. With a little active encouragement from the Government both the permanent and the transient "foreign" population of the Island would have increased to an even greater degree than is recorded by the report. So far, the foreign inhabitants have been left unaided to construct and repair footpaths, arrange for sanitation and water supply, and wage a never-ending battle with the flies. Perhaps the Government does not yet realise that about 150 Europeans live on this island during the summer months.

The attitude of the Government may be summed up in the sentence: "You have bought land for a mere song with your eyes open, and therefore you have no excuse for worrying us with your troubles." Hilly pasture land at £68 an acre would not be regarded quite in the light of a gift by the agricultural fraternity at Home, I am thinking, and, as regards the rest, I wonder if the Government are charging the cost of the road to Shek O to the purchasers of plots along the route? When I reflect on the inadequacy of the ferry service—which makes it impossible for anyone to get to the Island and back in a day, and problematical whether he will find a seat on the launch during the summer months—I cannot help contrasting the supineness of the Government with the enterprise which would be shown if the Island belonged to businessmen naturally anxious for its development. My mind travels back over a long vista of years to the champagne luncheons with which prospective purchasers were regaled after they had been brought down from Town in a special train by land owners anxious to convert rural estates along the Essex Coast into week-end resorts.

"Great minds think alike." I am glad to notice that H.E. the Governor shares the "great distrust and dislike" with which I have always regarded the Rents Ordinance. Of course, as we are all groaning under the heavy burden of high rentals any alleviation of that burden, however temporary, is naturally hailed with joy. But, as the Governor now admits, "it is an offence against good economic doctrine," which must be very distressing to the Attorney-General, who was so insistent upon "the cold logic of economic facts," when the proposal for the exclusion of the Germans after the war was being debated by the Council.

The fact is that an Ordinance for the restriction of rents can only be justified to meet a temporary emergency, such as that created from time to time by a sudden influx of refugees during disturbances on the mainland. As a remedy for the evils due to the chronic house-shortage—to warnings of which the Government turned a deaf ear six years ago—it is about as efficacious as a tallow plaster on the chest in a case of galloping consumption. It is, indeed, calculated to aggravate the complaint, because, by creating distrust in house property as an investment, it is likely to check the flow of capital in this form of enterprise. To bring down rentals we want competition amongst landlords instead of amongst tenants. The shallow device of excluding new buildings from the operation of the ordinance will not restore the confidence which has been rudely shaken by official interference. When the measure was first introduced for one year I foretold that it would have to be re-enacted and the forecast has proved correct. Is the Government in a position to-day to guarantee that the supply of houses will have overtaken the demand twelve months hence? I doubt it.

There is only one effective way of dealing with the problem and that is by actively encouraging the construction of houses. The Government's initiative in this direction has hardly gone beyond the provision of residences for the Civil Service. His Excellency thinks it unreasonable of the general public to expect any "more allurements from the Government," which, he declares, "been done and is doing as much as any Government" of which he has any knowledge. With the exception I have mentioned—which has the disadvantage of rendering Civil Servants largely immune from the effects of their own policy—I cannot recall anything that the Government of Hongkong has done to cope with a difficult situation beyond lending money to a limited number of wealthy corporations for building purposes.

In Great Britain, on the other hand, the Government in 1920 offered a subsidy ranging between £130 and £150 to *any person* who built within a specified time a house of an approved type. For years, of course, local authorities, notably the London County Council, have been actively engaged in building houses and providing means of transport for the occupants to and from their places of employment. It is nearly three years ago since $150,000 was voted by the Legislative Council of the Colony towards the construction of a tramway route from the city to Wanchai Gap in order to open up Mount Cameron, but the scheme was allowed to drop and the money was appropriated for some other purpose. Yet any observant person, viewing the Island of Hongkong from the Harbour, must be struck with the fact that only a relatively short stretch of the higher levels has been developed for residential purposes, the explanation being the absence of cheap and rapid means of access to the rest. Motor roads may be a great source of joy to those able to add the expense of keeping a car to their rent, but there are others and they are "also God's creatures."

(*Continued at foot of next column.*)

So far as one can gather from the Government's very guarded reply to Mr. Lowe's questions, the Telephone Company's business is peculiar in that the more subscribers it obtains the less profit it makes. The view generally accepted in commercial circles is more nearly expressed by the Irishman's statement that he was able to sell whisky *at* less than cost price owing to the large quantity he disposed of.

Another example of the inconsistency of human nature! There is a great outcry in Canton over the shooting in Macao of about a hundred Chinese who were defying the law of the Colony. Yet the slaying of thousands of Chinese on the plea of upholding the Constitutional law of China seems to be regarded as a matter of course.

The Birthday Honours list was chiefly remarkable locally for what it did not contain. The conferment of a posthumous decoration upon the late Mr. Lau Chu Pak is in accordance with Chinese custom and has become a comparatively common practice in our own country since the war, though before that I can only recall the case of Lady Scott, who was given her title after her husband had perished in the Arctic snows, and Lord Roberts, to whom Queen Victoria handed the Victorian Cross won by his deceased son in the South African campaign. Let us hope, though, that all our public men in Hongkong will not have to die before their services are deemed worthy of recognition.

RODERICK RANDOM.

THE CRUISE OF THE GOOD SHIP "WOLLOWRA."

LAWYERS ON THE BRIDGE.

The final address for the defence was given, yesterday, in the action before the acting Puisne Judge (Mr. J. R. Wood) in which the Wah Ha S.S. Co and Mr. Lee Hysan, of Hongkong, are being sued by Messrs. Wilkins Bros. Inc., and Chen Yan-chee, shipowners and merchants, of Shanghai, for damage for breach of charter party, whereby defendants chartered the s.s. *Wollowra* for twelve months. The present action is to decide whether Lee Hysan is a partner in the Wah Ha S.S. Co.

Mr. Eldon Potter (instructed by Messrs. Deacon, Looker, Deacon & Harston) represented the paintiffs; Mr. E. C. Jenkin (instructed by Messrs. Wilkinson & Grist) appeared for Lee Hysan, and Mr. C. G. Alabaster (instructed by Messrs. Wilkinson & Grist) watched the interests of the Wah Ha Steamship Company.

The case of the plaintiffs was that a proposal to charter the *Wollowra* to the Wah Ah Steamship Company fell through because the proposed charterers were short of funds, but that Mr. Lee Hysan, whose name was associated with Macao opium concessions, was brought in as a partner and the charter was given to the Company, whose name was altered to the Wah Ha Steamship Co. Mr. Lee Hysan denied that he was a partner and said he was only the banker of one of the signatories of the charter, a man named Tang Kan Po.

Summing up the defendant's case, Mr. Jenkin dealt with the suggestion that Lee was a partner because he paid $40,000 towards deck repair bills. Mr. Jenkin said the defence had shown that this payment entirely related to a mortgage. As to Mr. Lee Hysan's intervention with the Macao authorities, it was no unusual thing for a person of influence to be introduced into a business matter for a specific purpose but that did not make him a partner; nor would that fact that a telegraphic address was lent to the charterers by Lee Hysan.

Mr. Jenkin also suggested that, wittingly or unwittingly, the evidence of the brothers Carroll was affected by the fact that if they proved Lee to be a partner they had a much more likely prospect of receiving $30,000 which they claimed to be due in connection with the charter, also $13,000 owed by the owners, and $10,000 on a promissory note signed by Tang. Mr. Jenkin also referred to a suggestion of one of the witnesses that Messrs. Carroll had offered to bring about a "peaceful settlement," first for $10,000 and then for $5,000 and Mr. Eldon Potter commented on this that it was an infamous lie.

Mr. Potter will make his final address to-day.

FATAL ACCIDENT IN DES VŒUX ROAD.

HAWKER KNOCKED DOWN BY RICE TRUCK.

A hawker was knocked down by a rice truck yesterday at noon, in Des Vœux Road, and died shortly afterwards. The accident took place near the junction of Des Vœux Road and Wing Kat Street. It appears that the hawker was standing near his stall when the heavily laden truck, pushed from behind, ran into him. He was thrown on to his head and rendered unconscious. On the way to hospital the injured man died. The truck coolies have been detained pending further enquiries into the case.

NO SAFE ANCHORAGE FOR YACHTS.

DIFFICULTIES CAUSED BY PRAYA RECLAMATION.

At the Marine Court, yesterday, the yacht boys of the yachts *Azuma* (owned by Mr. P. M. Hodgson) and *Irene* (owned by R. Sutherland) were summoned before Commander Beckwith for contravening the regulations prohibiting any vessel from lying in Causeway Bay Harbour Refuge without permission in writing from the Harbour Master, on Saturday, the 3rd inst., at 11.15 a.m.

Both boys pleaded guilty.

Mr. P. M. Hodgson, in asking for the summonses to be dismissed, stated that he appeared not only as the owner of the yacht *Azuma* but on behalf of the Royal Hongkong Yacht Club. He considered that although a breach of the regulations may have been committed, it was very largely due to the fact that the Praya East reclamation scheme had driven all yachts away from their former anchorage off A. King's slipway at Wanchai and the mooring of the yachts had become a very serious matter which was engaging the earnest attention of the Royal Hongkong Yacht Club Committee. There were over 40 yachts to be considered, although most of them were at present laid up for the summer, and space for mooring them would have to be found later. Owing to the Government having allowed A. King to establish his yard and slipway actually in Causeway Bay Harbour of Refuge, within a prohibited area, it had placed yacht owners in a difficult position; as, for very many years, all the yachts had moored off A. King's slipway, which not only afforded good protection to a large number of valuable boats, but enabled the boat boys to arrange for their food and to keep in touch with their boats and their owners. At the present moment there was absolutely no safe anchorage, and a Sub-Committee of the Yacht Club had been appointed to go into the whole matter with the Harbour Master.

Mr. R. Sutherland, owner of the *Irene*, said that, whilst fully endorsing all that Mr. Hodgson had said, he submitted that the circumstances in connection with the launch strike necessitated his yacht going into the Harbour of Refuge and he had not been able to arrange to have her towed out again. At the present moment she was anchored in a dangerous position amongst the Dolphins off Wanchai, and he submitted that with the prevailing heavy winds it was necessary to seek shelter in the absence of any safe place to moor the boat.

The Magistrate in dismissing both summonses, said that he was certainly of opinion that it was not safe to moor off Wanchai, and the whole matter would have to be gone into. Until some scheme was arrived at, he was prepared to issue permits to these yachts to moor in the Refuge. In the present cases he thought there were extenuating circumstances, and he dismissed the summonses.

A similar summons against the master of the steam launch *Ian* was also dismissed.

DISPUTED OWNERSHIP OF A DAGGER.

A PUZZLE FOR THE MAGISTRATE.

Mr. Lindsell had to decide yesterday, who was the owner of a dagger. Two men were charged, with illegal possession of the weapon and each said that it belonged to the other. The dagger was found by Sergt. Dorling in a bundle of clothing in a cubicle at No. 54, Portland Street, Yaumati. A man was in the room at the time of the police raid, but on being questioned said, that the parcel belonged to a man who had previously rented the room. He had just taken over the room and paid $40 to the previous sub-tenant for the furniture. While the police were waiting on the premises the man referred to appeared and he promptly denied all knowledge of the parcel and its contents.

At the Magistracy, yesterday, the present occupant of the cubicle said that he had agreed with the previous sub-tenant (the first defendant) to allow him to stay there for a few days until he found other quarters. The first defendant had left several bundles of clothing there which were to be removed directly he got a room elsewhere.

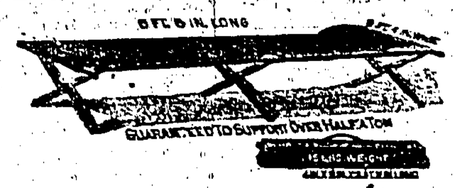
Sergt. Dorling said that he was inclined to believe the second defendant.

After discharging the second defendant, Mr. Lindsell put the case back to this morning and instructed the Sergeant to bring the principal tenant to Court, stating that this man would probably be able to throw some light on the matter.

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NEW ADVERTISEMENTS

NOTICE.

I have this day REMOVED my Office to No. 4A, Des Voeux Road Central (2nd floor).

G. R. HAYWOOD,
Solicitor.

Hongkong, 13th June, 1922. [1126

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA is fixed for SATURDAY, JULY 8TH, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables.
Entries close Tuesday, June, 27th. [1125

HONGKONG ST. DAVID'S SOCIETY.

THOSE interested in the formation of a St. David's Society in Hongkong are kindly requested to note that it is proposed to hold a Meeting to discuss the preliminary details in Messrs. Harry Wicking & Co.'s Offices, Prince's Building, Ice House Street, at 5-30 P.M., on the 20TH JUNE. Ladies are invited to attend. [1121

THE SHELL TRANSPORT & TRADING CO., LTD.

ACCORDING to telegraphic advices received from London, The Shell Transport & Trading Co., Ltd., have declared a dividend at the rate of 3/6 per share payable on Ordinary Shares on JULY 5TH against Coupon No. 35.
For THE ASIATIC PETROLEUM CO. (S.C.), LTD.,
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1134]

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Caulkers, Platers, Plumbers and Leatherworkers to H.M. Dockyard.
Forms of tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hongkong, and should be filled in and returned as indicated in Tender Form, not later than Noon, Wednesday, the 21st inst.
J. J. KING SALTER,
1129] Chief Constructor.

BRITISH MUNICIPAL COUNCIL, TIENTSIN.

THE Council is prepared to receive applications from thoroughly qualified Engineers for the post of ASSISTANT ENGINEER. Previous practical experience in the running of a Water Works is absolutely essential. Preference will be given to candidates who have had a mechanical training.
The commencing salary offered is Tls. 300 per month, and a three years' agreement will be given to the successful applicant.
Applications should state age, nationality, and be accompanied with copies of testimonials, and be forwarded to the undersigned in time to arrive in Tientsin not later than July 31st, 1922.
By Order,
J. R. LYNESS,
Secretary.
Council Room,
Tientsin, June 3rd, 1922. [1111

PUBLIC AUCTION.

MESSRS. LAMMERT BROTHERS have received instructions from the Executor of the late Sir Ellis Kadoorie deceased to sell by Public Auction, on
WEDNESDAY,
the 14th day of June, 1922, at 3 o'clock p.m.
SUBJECT TO RESERVE PRICE
the following valuable leasehold properties in five lots.
Lot 1.—Rural Building Lot No. 172 a building site at Repulse Bay.
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Lot 3.—Subsection 3 of Section B of Inland Lot No. 1216 and No. 13, Babington Path situate thereon.
Lot 4.—The Remaining Portion of Section B of Inland Lot No. 1216 and No. 46 Robinson Road situate thereon.
Lot 5.—Inland Lot No. 2133 and No. 11, Broadwood Road situate thereon.
Particulars and Conditions of Sale can be obtained from—
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Solicitors for the Executor
or from
Messrs. LAMMERT BROTHERS,
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Hongkong, 2nd June, 1922 [1091

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 3rd July, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO. LTD.,
Agents.
Hongkong, 12th June, 1922. [1123

INTIMATIONS

WILLIAM POWELL LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 7TH DAY of JUNE, 1922, at Noon, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office Powell's Building No. 12 Des Voeux Road Central, Victoria, aforesaid, and the portions of the proposed new Memorandum of Association which differ from the existing Memorandum of Association are indicated by being marked on the Margin in red ink. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—
(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shewn in the print signed for the purpose of identification by the Chairman of this Meeting."
and also for the following further purpose, namely:—
For the purpose of considering," and if thought fit, approving the draft new Articles of the Company which will be submitted to to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's said Registered Office. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by the underlining and marking in the Margin in red ink. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—
(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."
AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place, on MONDAY, the 26th DAY of JUNE, 1922, at NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).
Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.
Dated this 27th day of May, 1922.
By Order of the Board,
H. O. HOLT,
1066 Manager.

S.S. "ARMAND BEHIC."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 14th, instant, at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 17th instant, or they will not be recognized.
All damaged packages will be examined by Messrs. Goddard & Douglas, on Wednesday, the 14th instant, at 10 A.M.
No Fire Insurance has been effected.
A. JOBARD,
Acting Agent.
Hongkong, 8th June, 1922. [1117

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON."

FROM BOMBAY

THE above steamer having arrived, Consignees are hereby notified that the cargo will be discharged into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, and stored there at their risk. Delivery may be obtained immediately after landing.
Bills of Lading will be countersigned by the undersigned. All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on THURSDAY, the 15th, inst., at 11 A.M., by Messrs. Goddard & Douglas.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th inst., will be subject to rent.
All claims against the Steamer must be presented to the undersigned on or before the 19th inst., or they will not be recognised.
No Fire Insurance has been effected.
GEO. GRIMBLE & CO.,
Agents.
Hongkong, June 9th, 1922. [1119

NOTICE.

OWING to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from APRIL 1st, 1922, on the following descriptions of casual advertisements namely—
Government Notifications.
Municipal Notifications.
Official Notification.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.
This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.
HONGKONG DAILY PRESS.

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes ABC, QV, RF, IRU, RW, SO.

TO LET.—September 1st. Fully Furnished FLAT of four rooms, bath rooms, kitchen, pantry, etc. Higher Level. Apply Box S.V., c/o *Daily Press* Office. [168

FOR SALE.—BUICK ROADSTER in good condition and running order. Can be seen by appointment at Hongkong Electric Light Station, North Point. [169

FOR SALE.—Magazine Gap, HOUSE with Tennis Court. Immediate possession—Apply Box S.T., c/o *Daily Press* Office. [170

FOR SALE.—MOTOR CARS. Expensive but Reliable. 1 seven-seater "Cadillac" Limousine. 1 seven-seater "Touring" Peerless. 1 seven-seater "Sedan" Peerless. 1 seven-seater "Cabriolet." SIDELEY DEASY. Apply Box No. S.T., c/o The *Hongkong Daily Press*. [167

JUNIOR CLERK WANTED in Mercantile Office. Englishman preferred. Apply stating age and experience to Box S.S., c/o *Daily Press* Office. [166

WANTED.—A Godown or a Detached Portion of it. East or West point opposite Sea, on a two to three years' lease.—S.R., c/o *Daily Press* Office. [165

RUSSIA HAS A FUTURE.—Therefore be Ready. An Ex-Service man out of work will teach Russian or French at moderates fees. Please Reply Box S.Q., c/o *Daily Press* Office. [163

TO-LET.—175, Peak, fully furnished, from 1st July for nine months, moderate terms, or will sell. Phone 2740 for appointment to view and particulars. [164

OFFICES WANTED—3 rooms. Central Situation. Apply Box S.L., c/o *Daily Press* Office.

TO LET—OFFICES, top floor, Prince's Buildings—Apply HARRY WICKING & Co.

TO LET.

NEW EUROPEAN FLAT situated in Wantsai Gap Road near Bowen Road. Apply to COMPRADORE DEPARTMENT of Banque de L'Indo-Chine. [1068

TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandahs to each room FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o *Daily Press* Office. [750

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply
485] W. G. HUMPHREYS & Co

TO LET.

NOS. 35 and 37 WYNDHAM STREET. TWO STORIED EUROPEAN HOUSES. Each containing 4 Big Rooms with Bathrooms, Kitchens and Servants' Quarters. Suitable for Offices or Private residences. Rent reasonable.
Apply to:—
COMPRADORE DEPARTMENT,
Messrs. SHEWAN, TOMES & CO.
[1107

FOR SALE.

ABSOLUTELY NEW

(1) Two 80 BHP. Single Cylinder Bolinder Oil Engines. Revs. 225 per minute.
(2) Two 50 BHP. two cylinder Bolinder Oil Engines direct connected to 25 KW. 115 Volt direct current (compound wound) dynamos complete with back of board field rheostat for each machine.
(3) Two oil fuel tanks capacity of each 20 tons.
Apply to Bolinders
940 C/o *Daily Press* Office

EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment any where than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 52, Queen's Road Central.—ADVT. [1068

INTIMATION

JUST RECEIVED.

H. D. FOSS & CO.'S

HIGH CLASS AMERICAN

CHOCOLATES.

"As you like it,"

"Quality Folks,"

"IDEAL,"

"TRU VALUE."

All in excellent condition.

SOLE AGENTS:—

A. S. WATSON & CO., LTD.,

The Hongkong Dispensary.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 14TH, 1922.

THE JOHN BULL ATTITUDE.

THE sentence of seven years' imprisonment recently passed on Mr. BOTTOMLEY temporarily removes from public life a very remarkable man. We do not propose to consider the involved details of the frauds he perpetrated, beyond noting that, like all successful swindles, they were on a large scale, and, from their incidence, of a peculiarly heartless nature, most of the victims being persons in poor circumstances. What we find interesting about Mr. BOTTOMLEY is consideration of why it was that he appealed so strongly to the very class who were ultimately to become his dupes. In the first place, there is little doubt that Mr. BOTTOMLEY is a master of the art of bluff. We imagine that as a poker player he would prove a formidable opponent. With this valuable talent at his disposal he was faced with the problem of how to use it. He decided—and his decision was a touch of genius—to play the JOHN BULL card. Every one is familiar with the top-hatted, knee-breeched picture of a side-whiskered gentleman, which is almost invariably the medium of cartoonists desirous of depicting England. "Honest JOHN"—such is the flattering unction we lay to our souls. When critical foreigners, pointing to the immense power of the British race, our wealth, and our broad lands, express doubts as to exceptional honesty, whilst enviously admitting the craft of our diplomacy, we become annoyed. We insist that we are the supreme example of the truth of the saying that "Honesty is the best policy." The polite foreigner smiles and shrugs his shoulders. Nevertheless, he is wrong. We are honest and straightforward—though not to the inhuman extent which we attribute to our picture of "JOHN BULL." This is but natural, for "JOHN BULL" is an ideal, and practice must always fall short of theory. Mr. BOTTOMLEY realised the nature of the ideal in the hearts of most Englishmen, and he set himself the task of filling the role in real life. He was, fortunately, of a physical build not out of keeping with the traditional picture and was able to give the impression of a hearty, forceful man, who would stand no nonsense, and lived on beef and beer. His knowledge of the law enabled him—during his not infrequent appearances in the Courts—to dispense with the services of a lawyer. He fought his battles alone, he sailed on his own bottom, one against many. "JOHN BULL" is just this sort of man.

Mr. BOTTOMLEY'S influence amongst soldiers and sailors during the war was tremendous, and to the best of our knowledge he threw all his weight into the fight against Germany. As a star turn at recruiting meetings he was immense. Men saw the representative of their ideal pointing out the path of duty, and they gladly took it. His articles in Sunday newspapers were widely read and in these the JOHN BULL attitude was invariably prominent. In them a characteristic touch could often be discerned; there was the religious note. The bluff, common-sense, ultra-Protestant, almost puritan, strain which is at the foundations of the morality of many Englishmen, often ran, like a sustained accompaniment, through Mr. BOTTOMLEY'S writings. Strange as it may seem, the public characters of Mr. BOTTOMLEY and Lord PALMERSTON touch at more than one point. The great Foreign Minister adopted in his behaviour towards the Powers that JOHN BULLISH call-a-spade-a-spade attitude which Mr. BOTTOMLEY employed towards the British public. It is an attitude which never fails to appeal to Englishmen. There is only one Englishman now prominent in public life on whom the "JOHN BULL" mantle hangs at all well, and his name is Lord DERBY. He may yet hang it up in the hall of Number 10, Downing Street, when Mr. LLOYD GEORGE has achieved his ambition of setting Europe's feet on the path of reconstruction and peace.

Eighteen American torpedo-boat destroyers from Manila were at Shanghai last week. They are on a cruise to Chefoo.

On board the s.s. *Tinsang* at present in harbour, A bag of rice fell on to a member of the comprador staff, killing him instantaneously.

The Provincial Assembly at Canton has suggested to the Government the re-opening of the Naval College at Whampoa, "the only Naval School in the Constitutional territories."

The War Memorial in honour of the members of the firm of Messrs. Jardine, Matheson & Co., Ltd., is to be unveiled by Mr. D. G. M. Bernard this morning. A dedicatory address will be made by the Bishop of Victoria. The ceremony will be a private one.

A lady has given $40,000, for the dispensing of free Chinese medicine at the Kwong Wah Hospital. A sum of at least $100,000 is needed before this project can be put into effect. A subscription committee was appointed and $10,000 was subscribed by those present at a meeting held on Sunday.

Shui Kong, a fireman of the s.s. *Hoiwan* who was charged with the murder of a fish attendant on board the vessel on May 17th has been committed to the Criminal Sessions for trial. The defendant is alleged to have stabbed the deceased twice in the back in the course of a gambling quarrel while the vessel was on a voyage to Hongkong from Canton.

The tendency towards luxurious living among residents, says Mr. Tachibana, the Commissioner of the Chinese Maritime Customs at Dairen in his annual report, encouraged the importation of foreign cigarettes, through Shanghai, both to this port and to the interior. The decreased importation of Japanese cigarettes is partly due to adverse exchange conditions.

The *Straits Times*, in offering hearty congratulations to Sir John Peter, manager, the Singapore Branch of the Hongkong and Shanghai Bank upon the conferment of the honour of Knighthood, says: "Only those behind the scenes realise how great his public services have been. He was here before the great war began, and has been working continuously, ever ready to support good causes, always a wise counsellor of Government on matters of high finance. The honour that falls to him has been most honourably earned."

CORRESPONDENCE.

TELEPHONE RATES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—So many criticisms have lately been made against the conduct of the Telephone Company that it is perhaps superfluous to add to them: yet there are some points which require further explanations. The Government, before signing the agreement, should let the public know its contents, as it was stated at the Council's meeting that rates shall not come into force until the agreement is signed.

At the same meeting, the Colonial Secretary said that "the Company asked permission to make a large increase in their charges, but the Government was not prepared to make any concession, except on the condition that the Company would agree to instal an up-to-date system on the most modern method."

The Monopoly system is very detrimental to the public, and the sooner it is abolished the better. There is still time whilst the agreement for renewal is not signed. At the present rates, the Company is earning handsome dividends for the shareholders. It would be a good thing if the Government would take over this public utility Company, because then there would be no yearly profits to be divided; the cost of working would be much less and, no doubt, the present prices could be reduced considerably. This has been done in many other countries.

I presume the Government and its Officials are using the Telephone, but I believe most of them do not share the expenses. It is the tax-payers who are paying for such privileges; consequently they are entitled to be protected.

The Telephone Company claim that the new arrangements require large capital. Well, why do not the Directors issue new shares or debentures to meet such contingency, instead of saddling the expenses on to the subscribers? This is what the Telephone Company is doing and the Government seem inclined to accede to their unfair demand.

There are, of course, people who are quite indifferent about this affair, and the reason is that they don't contribute a cent.

If the service had been good and satisfactory the public would not grumble at a reasonable increase, but a sudden advance of almost 100 per cent. from the existing rates, is monstrous and unfair.—Yours faithfully,

PRO BONO PUBLICO.

Hongkong, 13th June, 1922.

MOTORISTS PROSECUTED.

YESTERDAY'S CASES AT THE MAGISTRACY.

Among yesterday's traffic cases were the following motor-car offences.

A LADY'S FAST DRIVE THROUGH ABERDEEN.

A European lady, Mrs. Morrison, of the Dragon Motor Car Company, was charged with driving through the Aberdeen control area at a speed which was estimated by the police at 35 miles an hour. A further charge of failing to produce the driver's licence was also preferred against the same lady.

In answer to the charge Mrs. Morrison said: I think I am guilty of both charges.

Sergt. Hallam estimated the speed to be 35 miles per hour. The car was proceeding from West to East through Aberdeen village.

Mrs. Morrison: Well, I can't say as to exact speed, as I was talking and driving at the same time. It was a big car and I have not much doubt that I was going over 10 miles, but 35 miles is a lot.

The Magistrate: 25 miles?

Mrs. Morrison: Probably. I never go "awfully" fast as I am not strong enough to drive a big car fast.

For exceeding the speed limit a fine of $20 was imposed. The second charge of failing to produce the licence was not proceeded with.

A LEARNER'S HARD LUCK.

Mr. A. Basto, owner of car No. 459 was charged with driving a motor-car without a licence.

Mr. Basto admitted the offence and said that he never had a licence. He did not think it was necessary as the licenced driver was sitting next to him.

Sergt. Smith said the offence took place in Chatham Road, Kowloon, near the Playing Grounds. There were quite a lot of children about. It was a dangerous spot to learn to drive a car. A better place was the Kowloon City new 100 feet road.

Mr. Basto said it was the first time he had ever attempted to drive a car. He was not going fast, probably not more than ten miles per hour.

Inspector Garrod pointed out that learners' licences were issued by the Police for the sum of $1, which covered a period of two months.

The Magistrate (to Sergt. Smith): Why did you stop him?—I thought he looked rather suspicious at me when I passed him.

A fine of $10 was imposed.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PANIC ON THE VIENNA BOURSE.

THE POUND WORTH 100,000 CROWNS.

VIENNA, June 13th.

Panic conditions prevail on the bourse where the pound is recording 100,000 crowns, equivalent to a 30 per cent. rise since June 9th. This is attributed to unfavourable reports regarding the prospects of credits. The bourse has closed. Pessimism in business circles is hourly increasing. Everybody is rushing to buy foreign moneys, fearing that the crown will become valueless. Some of the principal industrialists are refusing orders in crowns. Coal dealers are thus stifling business despite an abundance of coal supplies. This desperate situation has revived the campaign in favour of economic union with Germany.

MONARCHIST DEMONSTRATIONS IN GERMANY.

SOLDIERS AND MARINES ASSIST RIOTERS.

BERLIN, June 12th.

That nationalist feeling is still high in Germany, is evidenced by demonstrations and disorders at Koenigsberg and Munich. The Government forbade the Reichswehr to participate in the demonstrations at Koenigsberg in commemoration of the Hindenburg victory at Tannenberg, but both the Reichswehr and the marines disobeyed, the latter marching in a procession with loaded rifles.

A clash with a labour counter-demonstration resulted in many casualties, including one workman killed by a bayonet thrust.

HERR EBERT'S HOSTILE RECEPTION.

Herr Ebert, who is visiting Munich, was hooted and jeered at by crowds of monarchists, who pulled down the Republican flag at the station, prior to the President's arrival. Trade-unionists lined the streets, and conflicts ensued, but there were no casualties, as no soldiers were present.

HENLEY REGATTA ENTRIES.

COMPETITORS' FAILURE TO OBSERVE RULES.

LONDON, June 12th.

At a meeting of the Henley Regatta stewards held in London, the Secretary reported that the entries of the Marne Club for the Grand Challenge, and Beyler, the Canadian champion, in the Diamond Sculls, were not in order, owing to the necessary papers in accordance with rule four, which defines amateur, according to the Amateur Rowing Association ideas, not being received.

The failure of the Canadian sculler to give evidence of his *bona fides* is not surprising, as he doubtless recognised the fact that he had no chance against Hoover, the American track, who recently defeated him at Philadelphia.

It is thought possible, that the failure of the French eight to complete their entry, is due to a movement in France to recognise the National Amateur Rowing Association as the governing body over rowing in Great Britain.

ENGINEERING DISPUTE SETTLED.

A.E.U. BALLOTT IN FAVOUR OF RETURN TO WORK.

LONDON, June 12th.

The three months old engineering dispute has been settled, as the Amalgamated Engineers' Union ballot resulted in 75,478 voting in favour of acceptance of the employers' terms and 39,423 voting against.

ALLEGED SEDITION IN THE TRANSVAAL.

PRETORIA, June 12th.

The alleged arrest of five prominent nationalists mentioned in a cable yesterday proves to be incorrect.

EARLIER CABLES.

THE HAGUE CONFERENCE.

THE FRANCO-BRITISH DISAGREEMENT.

PARIS, June 13th.

The British reply as regards The Hague Conference, mentioned in a cable of the 11th inst. has evoked a long statement from the French Government, noting with satisfaction certain points in the reply, but generally maintaining the French standpoint. The French statement reiterates the necessary of the Powers presenting a pre-agreed plan to the Russians, and considers that the procedure suggested by Britain is equivalent to withdrawal of the Russian memorandum. It recognises the Russian requisitioning right, but contends that restitution of property should be the rule and compensation the exception, seeing that compensation would inevitably be illusory.

The statement asserts that the system proposed by the French will be accepted by the Soviets if put to them unanimously. It advocates the banishment of all political discussion at The Hague meeting, refuses to accept forthwith any reduction whatever of the French war claims, and re-demands effective guarantees in respects of Pre-war loans.

[The previous cable stated: A divergence of views between Britain and France in regard to The Hague Conference is revealed in the British reply to M. Poincare's memorandum. The reply strongly opposses any preliminary discussion of principle on the ground that it would create an opportunity for Bolshevist propaganda and also opposes the French suggestion that the Russian memorandum of May 11th should be withdrawn before the conference because the memorandum was superseded by decisions at the plenary session. The French contention that foreign claimants are entitled to demand the return of private property is not acceptable, because every State is entitled compulsorily to acquire private property on payment of just and real compensation. The French contention that a non-Russian commission must first agree to a complete plan for the restoration of Russia is also inacceptable, because it presumes the right to dictate to Russia on a thousand matters absolutely subject to Russia's own control as a sovereign State.]

SCOTTISH BANK ROBBERY

SENTENCE OF 14 YEARS' IMPRISONMENT.

LONDON, June 12th.

At the Glasgow High Court, Shepherd was sentenced to fourteen years' penal servitude in connection with the Granton bank robbery on January 20th, whilst Snowden and Cantly were each sentenced to six months' imprisonment. The woman accused and Moger were discharged. The youth Stewart, whose confession led to the arrest of his accomplices, had previously been sentenced to eight years' penal servitude.

[The robbery occurred at the Granton branch of the Bank of Scotland, which was raided by three armed and masked men, who held up the staff with revolvers and stole £2,900.]

"SHELL" SHARES.

BRITISH FIRM ACQUIRES BIG HOLDING.

LONDON, June 12th.

A market report says the Royal Dutch Petroleum Co. has disposed of 1,250,000 shares of its holding in the Shell Co. to a London finance house, which has formed a pool for their disposal. The sale price to participants in the pool is £4 11s. 6d. per share. It is stated that the sale does not indicate any alteration in the constitution of the combine.

LATER.

It is understood that the Royal Dutch sale is due to the company's desire to increase its cash resources without issuing new capital. The managers of the pool state that the current year's earnings distinctly exceed last year.

COUNTY CRICKET.

MIDDLESEX AND LANCS VICTORIOUS.

LONDON, June 12th.

At Lord's Middlesex beat Somerset by an innings and 235 runs. For the victors Hendren scored 107 not out and Crutchley 106.

At Manchester, Lancashire beat Notts by an innings and 108 runs, R. Tyldesley scoring 105, while in the losers' second innings Cook captured seven wickets for 23.

FEATHER-WEIGHT CHAMPIONSHIP OF EUROPE.

BRITISHER SECURES TITLE.

LONDON, June 12th.

At Liverpool, in a 20-round feather-weight championship of Europe contest, Billy Matthews (London) outpointed the holder, Arthur Wyns, of Belgium.

CHEAPER STEEL.

RESULT OF RATES AND WAGES CUTS.

LONDON, June 12th.

As a sequel to the recent cut in railway rates and the fall in wages, the Associated Steelmakers of Great Britain have reduced the prices of steel plates, angles and sections by ten shillings a ton.

HERR VON KAPP DEAD.

LEADER OF 1920 GERMAN REBELLION.

LONDON, June 12th.

Herr von Kapp, the leader of the 1920 rebellion, has died as the result of an eye complaint at Leipzig, where he was awaiting trial.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE BANQUE INDUSTRIELLE.

RECONSTRUCTION CAPITAL ALREADY FOUND.

PARIS, June 12th.

It is stated that the 10,000,000 francs wanted by the society of management over the affairs of the Banque Industrielle have already been found, notwithstanding the present difficulties of getting funds for business of this description.

The Tribunal of Commerce has dismissed the application of shareholders of the Banque Industrielle, mentioned in a cable message dated May 18th.

The Tribune of Commerce found that it was unable to ascertain at present whether three-quarters of the capital had been lost. It pointed out that the only data acceptable was the Banque's statement of July last year, showing an excess of liabilities amounting to 4,500,000 francs, while the capital was 150,000,000 francs.

[The cable message referred to, stated that an application had been lodged by two shareholders for the dissolution of the Banque Industrielle de Chine, on the ground that the bank has lost three-quarters of its capital. The bank's counsel denied this.]

BANDITS LOOT LUSHAN.

MISSION PROPERTY DESTROYED.

SHANGHAI, June 12th.

A message from Kaifeng, dated June 9th, says, the Governor of Honan has received a telegram from missionaries at Lushan saying that bandits have looted the city and mission property has been destroyed, whilst one (unnamed) missionary was taken away for ransom and the lives of the other missionaries are endangered. They asked the Governor to send 2,000 soldiers to their help immediately, placing the responsibility for their protection upon the Governor.

From Chinese sources it is reported that a Lushan hsien official was killed.

The only mission at Lushan is the Norwegian Lutheran, of which M. Karstad is the local thad. As the telegram is signed "Lushan Missionaries," it is assumed that the bandits seized M. Karstad.

OPIUM SMOKING IN ENGLAND.

HABIT NOT SPREADING TO BRITISHERS.

LONDON, June 12th.

In rejecting an appeal by two Chinese who were fined £25 for opium-smoking at Liverpool, the Stipendiary Magistrate declined, however, to endorse the Magistrate's recommendation for deportation, because there was no evidence that the practice of opium-smoking was spreading to British residents.

Witnesses stated that apart from smoking and gambling, the Chinese were generally law abiding.

A NEW CONSTITUTION FOR BURMA.

LONDON, June 12th.

The House of Commons has adopted legislation providing for the grant of a constitution to Burma similar to that of the Indian Provinces.

VLADIVOSTOCK SITUATION.

LONDON, June 12th.

In the House of Commons, replying to questions, Mr. Chamberlain said he had no information that the Japanese Government was introducing remnants of General Semenoff's Army into Vladivostock.

STATUS OF INDIANS.

AUSTRALIA'S BAN ON ORIENTAL LECTURER.

SYDNEY, June 12th.

The Federal authorities have refused permission to the Rev. Mr. Ormuz, the Anglican Minister to the Syrian community at Chicago, to land in Australia. Mr. Ormuz intended to lecture on the sufferings of the Syrians, and to support the view that the existence of disabilities of properly-domiciled Indians in the Commonwealth is incongruous with the recognised status of Indians in Mesopotamia.

NEW JAPANESE GOVERNMENT'S FOREIGN POLICY.

STATEMENT BY FOREIGN MINISTER.

TOKYO, June 12th.

The Foreign Minister, Court Uchida, in a statement to the press said that the "foreign policy of the Kato Ministry does not involve changes, and will give effect to the agreements concluded, and declarations made at Washington. Japan is at present strictly neutral toward China, and when a unified and stable Government is established, Japan, as well as the other powers, is willing to extend the necessary financial assistance. The withdrawal of troops from Hankow, Peking and other points in North China was only delayed owing to the disturbed conditions. The situation in Siberia does not justify an immediate withdrawal of troops, but when order has been restored, and the protection of Japanese residents guaranteed, the troops will speedily be withdrawn."

FURTHER TROUBLE BREWING IN INDIA.

"CIVIL DISOBEDIENCE UNAVOIDABLE."

LUCKNOW, June 12th.

Unlike the Nationalist Congress, mentioned in a cable message dated June 8th, the Khilafat committee has passed a resolution, stating that it is of the opinion that civil disobedience is unavoidable, but it postpones aggressive measures until June 16th. In the meanwhile a sub-committee has been appointed to tour India and report regarding the advisability of restarting civil disobedience.

Qureshi, who succeeded Gandhi as editor of the *Young India*, has been arrested in connection with seditious articles.

MR. STEVENS ON CHINA.

A FAREWELL INTERVIEW.

"China must set up a stable government, having power over and support of her provinces before she may obtain a substantial loan," said Mr. Stevens, representative of the American Banking group in an interview given out just prior to his departure from Peking for America. "She must disband her armies." The interview is of special interest in as much as it was reported from New York that the recent troubles in China were influencing the Consortium to withdraw from China. This Mr. Stevens denied as far as the reason for his departure was concerned remarking that his passage home was engaged as far back as last Fall. When questioned as to the recent failures of the Government to keep its pledges and as to whether his faith in its willingness and ability to keep future ones had been somewhat shaken he said that none of the recent performances have had much influence upon his conclusion.

"They are but another chapter in a series of events," he remarked, "which taken altogether mean that great caution is necessary on the part of bankers who contemplate loaning money to the Chinese Government."

He was asked in particular what the Consortium was prepared to do and what China would have to do in return before she could secure the sums needed.

"Under present conditions," he said, "the Consortium is prepared to do nothing. Under changed conditions it may loan money for constructive purposes, railroad building and the like, and perhaps, as a necessary prelude to constructive loans, to advance money to refund some of the outstanding indebtedness."

As for China's part in the bargain he said that she must first "Set up a stable government, having power over and the support of her provinces; disband the superfluous armies so that the income from taxation will be sufficient to cover her necessary expenses; do away with unnecessary expenses and thus allow the government to continue in stability; come to the Consortium representatives and make known her willingness to do business on publicly expressed consortium lines; and show in the subsequent negotiations that she really means that."

When requested for information as to China's security for her loans he referred the writer to Sir Francis Aglen whom he considered the authority on that subject. *He said that his understanding was* that the total foreign and internal debt was between $1,900,000,000, and $2,000,000,000 (Mexican). In answering a question as to the interference of Tuchuns in seizing properties, particularly those pledged to foreign loans, he answered that there had been practically no interference by the military or other official classes with properties that had been placed under foreign supervision except perhaps some freedom taken with equipment and the movement of trains during the recent operations by Chang Tso-lin: "I would expect," he said, "that as a result of negotiation such a system of foreign participation of the railway operations could be devised as would make it reasonably sure that such interference as you refer to would not occur."

RESCUE FROM THE STAR FERRY.

COMMENDABLE ACT BY A PORTUGUESE.

A very commendable action was performed by Mr. F. A. da Silva of the Eastern Extension Telegraph Co., on Monday afternoon, in jumping into the harbour and saving the life of a Chinese widow who had attempted to commit suicide.

The woman, who was about thirty years of age, is said to have been in straitened circumstances and had no money to buy food. She boarded one of the Star Ferry boats and when about half way across, from Kowloon to Hongkong, threw herself into the harbour. Mr. Silva promptly dived to the rescue and succeeded in reaching the woman. He supported her until the boat stopped, and put about, when they were both hauled on board in an exhausted condition. On arrival at Hongkong Dr. Castro took charge of the unfortunate woman and very kindly took her to his office, at 38, Queen's Road Central, where he provided her with food and clothing and then went with her to the Central Police Station.

MOTOR-CAR RUNS OVER AN EMBANKMENT.

CHAUFFEUR'S NARROW ESCAPE.

A motor-car, No. 624, owned by the World Garage, Anton Street, got out of control on Sunday afternoon on the road above Stanley and after swerving to the right and to the left toppled down the embankment. Fortunately there were no passengers. The driver had a very narrow escape from being killed. Apart from a few light cuts on the head and arms he escaped unhurt. He states that the glass wind-screen broke coming down the hill, and this caused him to lose control of the car.

The car itself is badly damaged and is at present lying at the foot of the embankment with its wheels and bonnet badly smashed. The extent of the damage to the car is estimated at $600.

TWO FULLY LOADED REVOLVERS.

A DETECTIVE'S FINED.

Under the new Ordinance, Sergeant Shaftain made application to Mr. Lindsell at the Magistracy, yesterday morning, for a case in which a man was charged with the possession of two fully loaded revolvers to be heard before two Magistrates. The facts of the cases were, he said, that a Chinese detective becoming suspicious of the actions of a man in Wanchai Road, searched him and found the two weapons in a basket which he was carrying. Further enquiries were made and it was discovered that the man was a painter by trade and that he had been out of work for twelve months.

Mr. Lindsell remanded the case to this morning when it will come up for hearing before two Magistrates.

DIVORCE BEFORE MARRIAGE.

A CASE AT CANTON.

The following paragraph is from the *Canton Times*:—

A case of divorce was brought up before the Police Commissioner in Heungshan district several days ago. The complainant, a lady of 28 declared at the Police Court that through go-betweens, she was engaged to a man named Mo Chat three years ago, when the man paid her the sum of $2 as engagement present. She said that she did not know the character of the man then except that the go-betweens had highly praised him. Afterwards she was informed that her fiancee was a gambler and an opium smoker. The marriage never took place. She said, she was getting older every day and asked the authorities to grant her a release in order that she might select another husband. *The Police Commissioner* ordered the girl to return the engagement present to the man and forbade further connection between them hereafter.

"BLATANT PAGANISM IN ENGLAND."

The Bishop of St. Albans, speaking at Luton, on May 1st, said it was held by some that there was good in healthy competition, but what was happening all the time was that there was a growing and more blatant paganism in England than he had ever known before. There was at the present moment a deliberate disregard of Christian morals, and people were questioning whether there was a divine moral law at all.

PERIL OF SOVIET RECOGNITION.

MR. GOMPERS' STRONG DENUNCIATION.

Mr. Samuel Gompers, the president of the American Federation of Labour, denounced on May 1st in the strongest terms the "cynical attitude" of the European statesmen at Genoa towards the Russian problem. As spokesman of 2,000,000 organized workmen in America, Mr. Gompers expects America not to follow in the footsteps of the British and other Governments who appear to be contemplating the formal recognition of the Bolshevist tyranny. After declaring that such recognition would be a base betrayal of civilization, Mr. Gompers proceeds:—

I can think of nothing that would be more fraught with disaster to humanity than American recognition of the Bolshevist power in any form—whether by entry into another "economic" conference at which America will sit cheek by jowl with the Soviets, or in any other manner. In making these statements I am mindful of the amazinging propaganda with which American public life is being flooded. I am mindful of the intrigue which is everywhere about us. Above all I am mindful of the newly adopted policy of the American-Anglo-German Banking group, which, perhaps, constitutes the most dangerous element in the whole chain of pro-Bolshevist effort in America, because it has in its hands on the most power.

Mr. Gompers asserts that the cynical purpose of European statesmen at Genoa is to give Soviet Russia recognition in exchange for concessions.

Russia herself (he says) is on the bargain counter behind which stands Lenin as the bandit merchant to take what he can get and what will serve his purpose in exchange for the heritage of a people rendered helpless by him and his. American business men are now asked to join in looking at that vast domain, and to facilitate its efforts certain American bankers who are engaged in mortgaging the world are willing to sow among their own people the fiendish anti-democratic propaganda of Bolshevism, by subsidizing, buying, intimidating, cajoling.

Mr. Gompers says he cannot violate confidence, but adds that he possesses ample proof:—

(1) That the Bolshevist propaganda fund in the United States amounts to many millions of dollars, partly in cash deposits, partly in the jewels formerly belonging to the Crown and the nobility;

(2) That bribes have been offered out of this fund and offered in places where the American people can ill afford a betrayal.

Emphasizing what he terms the "espousal" of the Bolshevist cause by the group of American-Anglo-German bankers, he observes:—

The most important banker of this group, and speaking for this group born in Germany as it happens, has issued orders to his friends and associates that all must now work for Soviet recognition.

Moreover, according to Mr. Gompers, the Bolshevist supporters have been joined by strong labour haters in America in a campaign to secure recognition. The campaign is being assisted by a fresh flood of "now we are good accounts" poured into the ears of the world by Moscow propaganda, notwithstanding the fact that only a month ago Lenin said, "We countered the fight against us by instituting a terror, a three-fold terror, and, if necessary, we will have it again;" and Zinovieff said: "We are not going to admit the existence of any independent Press. Our own Press must clearly inform the workers and peasants."

Mr. Gompers concludes by exhorting the American Government to stand by its policy that "we can have no dealings with Russia until there is in that country a Government answerable to the people, put in office by the people, with the erection of a free assemblage, and free speech, none of which has existed since Lenin created his autocracy."—*Times.*

TWO-COLOUR DYEING.

IMPORTANT BRITISH DISCOVERY.

A discovery made in the research laboratories of the British Dyestuffs Corporation at Blackley, Manchester, will allow a white material to be dyed in two colours at one and the same time. "For some time," explained Professor Arthur G. Green, F.R.S., the director of the laboratories, "we have been working on the dying of 'acetyl silk,' a variety of artificial silk of great beauty and strength, the manufacture of which has hitherto been largely impeded by the difficulties encountered in obtaining upon it satisfactory fast shades."

"We are at present engaged in working out an entirely new class of dyestuffs specially designed for this purpose. We call them 'ionamines,' and they possess very remarkable properties. They will only dye silk, either real or artificial, and upon these materials they produce a considerable variety of shades."

"If we choose one of these new dyestuffs and mix it in a bath with another dyestuff having a direct affinity for cotton, as for instance chlorazol blue, and dye from this bath a mixed material of cotton and artificial silk, such a cotton fabric containing silk 'effect' threads, each fibre will select its appropriate dye, the cotton becoming blue and the silk yellow, orange, or red according to the particular 'ionamine' used."

"In the discovery of these dyestuffs and their methods of application we would seem to have scored a very real advance upon our foreign competitors. The pratical advantages of a process by means of which two-colour effects can be produced upon a white material in a single dyebath will be apparent to every textile manufacturer."

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LINCOLN'S INN.

500TH ANNIVERSARY.

A great legal banquet is being projected for the early autumn to mark the 500th anniversary of the establishment of the famous Lincoln's Inn, home of the equity lawyer, on its present site.

As most people with even a limited knowledge of the history of London know, the neighbourhood of Lincoln's Inn was in ancient days a wide open space, the haunt of beggars and idle persons, where it was not always safe for law-abiding persons to go alone. Many duels were fought there, and, as an inscribed tablet let into the ground near the bandstand testifies, executions sometimes took place at the semi-rural spot. The Honourable Society of Lincoln's Inn did not have their recognised abode there till 1422. The small group of lawyers who formed the nucleus of the society originally dwelt at Thavy's Inn, Shoe-lane, but afterwards the larger proportion occupied Furnival's Inn, Holborn. By the year 1422 some again had moved from Furnival's Inn to the Palace of the Bishops of Chichester in Chancery-lane, although Thavy's Inn and Furnival's Inn still remained dependencies, this became the real home of the society, and under the name of Lincoln's Inn has remained its home ever since. The two smaller inns have long since disappeared.

Those who traverse Chancery-lane will recognise one of the most interesting features of the Inn, though not its oldest—the brick gate-house, opened in 1520-1, and substituting a gate which originally gave access to the lane. London possesses but three other similar gate-houses, those of St. James's Palace, Lambeth Palace, and St. John's, Clerkenwell. On its front is a tablet, now very much decayed, composed of three panels, one showing the arms of Henry VIII., another the arms of Henry de Lacy, Earl of Lincoln, and the third the arms of Sir Thomas Lovell, a member of the society with acknowledged repute as a builder, who is said to have given advice upon the erection of the gatehouse. The guard-room still exists just within the massive, iron-studded gate, on the south side.

THE OLDEST BUILDING.

Actually the oldest building in the Inn is the Old Hall, which in 1489 replaced the Bishop's Hall. Save some masonry in one of the walls, carefully preserved behind a plate-glass screen, little now remains of the original structure. But a lively imagination can easily conjure up its ancient life as the place where the members ate, studied, solemnly danced at great feasts, and performed a masque on an historic visit of Charles II. in 1662, a few years before the cheery monarch and some princes and nobles were admitted into the society. The Hall is now used as a lecture-room, and very occasionally as a law court. The block known as Old Buildings, just within the gatehouse, are survivors of a general rebuilding which began in 1524 and continued for nearly a century. Here resided John Thurloe, Cromwell's secretary, and the famous "Thurloe State papers," which so mysteriously disappeared, are said to have been discovered in a false ceiling in the chambers he occupied, in the reign of William III. Londoners very well know the appearance of the Chapel, designed and built by Inigo Jones, 1620-23, but since twice restored; and of the Hall and Library adjoining, in the collegiate style of architecture, the one rich in frescoes, pictures, and emblazoned panelling, the other the receptacle of a priceless collection of books and containing a statute of Erskine, the proprietary right to which by the benchers has occasioned much dispute in recent years. Nor do they need to be told of the beautiful, reposeful gardens, now, unfortunately, by the extension of the buildings, much reduced from their original extent.

Names, great and historic, are associated with Lincoln's Inn in very considerable number. Brougham, More, Cottenham, Campbell, Selborne, Hatherley, Cranworth, Herschell, all Lord Chancellors, were members, as were the Earl of Hardwicke, Sir Matthew Hale, Lord Mansfield, Lord Ellenborough, and William Pitt. Lincoln's Inn, like the other three Inns of Court, is a self-contained citadel, open to the public during the day, but at night locked in monastical seclusion behind its gates, a quiet, solemn square behind the busy streets. Its quaint environment, as well as its venerable associations, should give to the projected festival a character quite novel and historic.

"NOT A WORD."

With reference to the Prince of Wales' speeches in Urdu and congratulations in Japanese, all celebrities have not been equally happy in the use of the vernacular. A well-known metropolitan of Calcutta was some years ago making a tour in South India, and at a large mofussil station preached a short sermon in Tamil to an Indian Christian congregation. On the matter being reported in the local Press, praise was bestowed on the metropolitan for being able to thus preach in Tamil after so short an acquaintance with the language. An educated Indian Pastor, on being questioned about the subject, stated that he had helped to compose the sermon and write it out in Roman characters. The metropolitan was then roughly coached as to the pronunciation of the words, and read out the sermon from the manuscript furnished him. On the Pastor being asked if the congregation understood the sermon, the reply was: "Not a word."—*Madras Mail.*

"GOD'S CHOSEN PEOPLE."

The Prime Minister, Mr. Hughes, in a speech at Daylesford, described Australians as "God's chosen people."

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WINDFALL FOR POOR GIRL.

WAR TRAGEDY RECALLED.

All Paris, says a news agency, is congratulating Mlle. Germaine Chalandre, a young clerk at the Paris branch of a New York company who has just won a prize of £15,600. A newspaper offered a marriage fund for "the most deserving Paris working girl," to be selected by cinema audiences, while the amount was substantially increased by the leading department stores of the city until a sum of £5,600 was available. When the result was conveyed to Mlle. Chalandre she wept with joy, and she was again overcome by the thunderous cheering which greeted her as she stepped forward at the Gaumont Palace to receive the prize.

The lucky girl is a victim of the war. She lived with her parents and 3 other children at Guise (Aisne), and when the Germans captured the territory her father sheltered some dozen British soldiers for several months. When the enemy discovered this they summarily executed the father, and the remainder of the family were sent to Germany as prisoners, Mlle. Germaine herself being sentenced to a term of hard labour. After between two and three years captivity the family returned home, and Mme. Chalandre soon died, leaving Germaine as the sole support of the family.

Removing to Paris she obtained work, and has heroically played the part of mother to her two brothers and little sister ever since. The little girl is suffering from tuberculosis, and Germaine says she will devote as much of her windfall as is necessary to obtaining better medical treatment for her.

Montreal Docks were the scene recently of a pitched battle between striking longshoremen and the police. Two policemen were fatally shot, four received injuries, and a non-union worker was beaten into insensibility.

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BUDGET DEBATE.

MR. BONAR LAW'S APPROVAL.

MAIN DUTY—ECONOMY.

A short speech from Mr. Bonar Law was the principal feature on May 2nd of the resumed debate on the Budget.

Mr. Bonar Law expressed his conviction that we are in for "a bad time," though it may not come immediately. But revenue is bound to fall very seriously, and for that reason he holds that "the Government's main duty" is to keep expenditure low. The future is not bright, and the difficulties of the moment, he thinks, are likely to increase, though on the other hand, we are getting to a permanent lower value of interest, and it will probably be found very advantageous to the State that power was taken to begin paying off the Five per Cent. War Loan of 1917 at so early a date as 1929. He urged the Government, therefore, to bend all their energies towards building up a strong financial position, which will be of greater value to us, if trouble again arises, than the expenditure of large sums now on keeping up a strong Army and Navy. This doctrine found much favour on the Opposition side.

NO PEDANTIC VIEWS.

His opinion of the Budget was summed up in the phrase that it was just about as good as could be expected. He did not agree with Mr. Asquith's criticism of the day before, or with that of Sir Donald Maclean, who had just preceded him in debate. He thought they took a pedantic line, and pushed their general principles, quite sound in themselves, much too far. For himself he was not disposed to pay too much heed to precedents in so grave and anomalous a situation. When trade was good, they ought to pay off debt to their fullest capacity, so long as they did not cripple industry. When trade was bad, they might well be content if they simply met their expenditure out of revenue. Mr. Bonar Law considered that the country had made a prodigious effort from November, 1919, to March, 1921, during which time the deadweight debt had been reduced from £7,988,000,000 to £7,574,000,000. This had not been done without doing "immense harm" to trade, which was at this time suffering greatly from the heavy arrears of excess profits duty, and though he personally did not think that they had exacted too much from industry during the boom years, he quite understood the views of those who held that opinion.

However, the great point now was, in his opinion, that it was foolish to lay down the law in a dogmatic, pedantic way that debt must be reduced, when it was possible to give a fillip to trade by reducing the burden of the income-tax, and therefore he quite agreed with the step taken by the Government in suspending the Sinking Funds. Moreover, he denied that this was borrowing; for it left the total of the debt just as it was. Mr. Law also alluded to the suggestions which had been made about capitalising part of the War pensions expenditure, and he made the shrewd observation that War Pensions were just as much part of the National War Debt as any of the War Loans. He was glad that they had not been capitalised, but he took the view that if we pay ninety millions in the present year for these pensions we shall really be paying off fully forty millions of our dead-weight debt, seeing that pensions would not cost more than forty millions a year if the payments were spread equally over forty years. "That," he said, answering Sir Donald's unqualified assertion, "that it is disastrous not to reduce debt, "is meeting our obligations." While agreeing with the reduction of the tea duty, Mr. Bonar Law regretted that it had not been found possible to take something off sugar, though with the sugar market in its present jumpy state he doubted if the consumer would have got any benefit at all from a small reduction. He also added that he would have gladly seen a reduction of the beer duty. "If it could be reduced," he said, "with any hope of getting an increase of revenue from the larger consumption, I would do it."

LABOUR AND THE WAR DEBT.

Such were Mr. Law's general comments on the Budget, friendly rather than critical, and his last words were devoted to urging the need of reduced expenditure as the one and only hope of financial security and lessened financial burdens. That was the moral of several who took part in the discussion, and perhaps the best point in the speech of Sir Donald Maclean, with which the debate opened, was that the Government had neglected economy when they were in the heyday of their prosperity. A sound general observation was let fall by Major O'Neill, when, replying to the Labour demand for a capital levy, he observed that the death duties, which now brought in fifty millions a year, were a real capital levy in themselves, and would produce £1,500,000,000 in thirty years, or far more than any single capital levy could hope to produce.

Mr. J. H. Thomas defined the attitude of the Labour party towards the war debt by saying that "it had never been its policy to repudiate the national obligations." But he objected, apparently, to redeeming at a sovereign a pound invested in War Loan when the pound was only worth eight shillings, and he called for a voluntary conversion loan of 5 per cent. stock into 3½ or 4 per cents., which he prophesied would be a big success. He called on the Chancellor either to abolish the entertainments tax or make it more equitable. Mr. Macquisten spoke a word of sympathy for the consumer of spirits, and Colonel Gretton advocated a reduction of the beer duty, which had been increased thirteenfold since 1914. He believed that the duty might be reduced 80s. per standard barrel, thus enabling the price of beer to be reduced by a penny a pint, at a cost of £20,000,000 and not £26,000,000, as generally estimated. Sir George Renwick

(*Continued at foot of next column.*)

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POWERS OF A SHIP'S MASTER.

OBEYED WITHOUT QUESTION.

Passengers in ships belonging to one of the principal Transatlantic companies have recently been informed that the bars in the first-class will be closed at 11.30 p.m. and in the second-class at 11 p.m. The new rule adds: "But it is within the discretion of the commander to close them during the voyage at any time should he consider this desirable."

There is no other civilian—indeed, there is no other man, except perhaps the chief of some savage tribe—whose powers are so great as those of a sea captain. Those wielded by the colonel of a regiment or the governor of a gaol are small by comparison, declares a writer in a London contemporary.

The captain, known always to his crew as "the old man," is Lord Paramount. His word is law all through the ship; he is obeyed without question; he is accountable only to his owners.

As Dana says in his *Seaman's Manual*: "The entire control of the navigation and working of the ship lies with the master. The officer of the watch is at liberty to trim the yards, to make alterations in the upper sails . . . but no important alteration can be made such, for instance, as reefing the topsail without the special order of the master."

The captain has entire control of the cabin. In a warship he lives entirely alone, with his own special cook and attendants, and is the loneliest man in the ship. In a passenger ship he is not quite so isolated, for he usually dines with his passengers.

He stands no watch, but comes and goes as he pleases. He gives his orders only to his officers, whose duty it is to pass them on to the men. No punishment can be inflicted except by him. In the case of offences he is both judge and jury, but he must at once "log" any punishment he inflicts and read over the entry to the offender. By common law of England, "the master has authority over all mariners in the ship," and he can even remove his officers from duty and degrade them."

He is even able, in certain cases, to pledge the ship herself, or sell part of the cargo. In a small sailing ship he is often doctor, and not only dispenses medicines, but has also been known to save a broken man's life by performing an operation.

If there be no chaplain aboard, the duties of a clergyman at times devolve upon him. It is he who reads the Burial Service over one who dies at sea, and who takes Divine worship in a passenger ship on a Sunday morning. At a pinch he may even perform the marriage ceremony.

Withal, the "old man" need be no more than twenty-one years of age, provided that he has not been less than six years at sea and has passed the necessary examination.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

BANGKOK via HOIHOW	"CHUNSANG"	Wednesday,	14th June,	10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"TINGSANG"	Wednesday,	14th June,	Noon.
HAIPHONG via HOIHOW	"LEESANG"	Thursday,	15th June,	10 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Friday,	16th June,	3 p.m.
MANILA	"LOONGSANG"	Friday,	16th June,	3 p.m.
SHANGHAI via NINGPO	"TAKSANG"	Saturday,	17th June,	Noon.
SANDAKAN	"MAUSANG"	Tuesday,	20th June,	Noon.
SHANGHAI via SWATOW	"CHOYSANG"	Tuesday,	20th June,	Noon.
BANGKOK via SWATOW	"FOOSHING"	Tuesday,	20th June,	Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about Friday, 16th June, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENBEG"	19th June.
M.V. "GLENLUCE"	10th July.
S.S. "GLENSHANE"	20th July.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENIFFER"	4th July,	GENOA, LONDON, HULL, ANTWERP & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 and 3696 16

Cable Address: Kawasaki, Kobe. Bentley's A.B.C. 5th Ed. and Scott's Codes.

Telephone Kawasaki 1044 1532.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . ¥20,000,000

President: Mr. Y. Kawasaki.
Vice-President: Mr. K. Matsukata.
Managing Director: Mr. Masata Abe.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight;

And under the Company's Management:—

twenty steamers of about 9,100 tons deadweight each;
Two steamers of about 6,400 tons deadweight each;
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rate and other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 2, Bund, Kobe.

SHIPPING NEWS

ARRIVALS.

June 12th.

Chogsang, British str., from Canton.
Hilaire, French str., 739 tons, Capt. F. Moroan, from Haiphong, with a general cargo.—P. A. Lapicque.
Iongsang, British str., 1,093 tons, Capt. L. McC. Hussey, from Manila, with a general cargo.—J. M. & Co.
Nishiyama Maru, Japanese str., 1,823 tons, Capt. F. Fukue, from Bangkok, with a general cargo.—Y. Sato & Co.
Rangoon Maru, Japanese str., 3,637 tons, Capt. K. Doto, from Moji, with a general cargo.—N.Y.K.

June 13th.

Chongra, Chinese str., 558 tons, Capt. F. Fletcher, from Hoihow, with a general cargo.—Hinglee S.S. Co.
Kosyo Maru, Japanese str., 1,282 tons, Capt. T. Tanaka, from Hongay, with coal.—Furukawa & Co.
Lake Farrar, American str., 1,600 tons, Capt. H. R. Lyon, from Saigon, with rice.—Admiral Line.
Paoling, British str., from Canton.
President Jefferson, American str., 8,443 tons, Capt. F. R. Nichols, from Manila, with a general cargo.—Admiral Line.
Tango Maru, Japanese str., 8,424 tons, Capt. H. Nagano, from Manila, with a general cargo.—T.K.K.

CLEARANCES.

June 13th.

Agory, for Saigon.
Chihli, for Ningpo.
Chipshing, for Tientsin.
Chung Hong, for K. C. Wan.
Chunsang, for Haiphong.
Clam, for Tarakan.
Huihung, for Swatow.
Hok Canton, for K. C. Wan.
Indighirka, for Canton.
Kosyo Maru, for Keelung.
Lake Onaro, for Saigon.
Otto Overdrop, for Amoy.
Providence, for Canton.
Ralph Mollee, for Haiphong.
Rangoon Maru, for Singapore.
Tiga Maru, for Hongay.
Tai Sze Ma, for K. C. Wan.
Unio for Singapore.

PASSENGERS.

ARRIVALS.

Per T.K.K. s.s. *Tango Maru*, from San Francisco *via* ports:—Miss D. Avirett, Mrs. C. C. Beck, Mr. C. G. Colegrove, Mr. and Mrs. F. Danielsen, Mr. and Mrs. F. A. J. Davidson, Mr. C. F. Fairbanks, Mr. D. Greene, Mr. D. M. Heape, Mrs. E. J. Hudson, Mr. E. Jens, Miss A. Kinneer, Mr. D. MacVicar, Mr. and Mrs. W. A. McKinlay, Mr. J. F. Quinn, Mr. and Mrs. E. Ramilton, Mrs. D. Reyes, Miss E. Rickand, Mrs. E. B. Ryder, Miss E. Schmitt, Mr. and Mrs. S. C. Stearne, Mr. and Mrs. S. G. Tobin, Mr. A. Wegner. Total in all classes, 269.

DEPARTURES.

The P. & O. s.s. *Nestia* for Bombay *via* ports:—Mr. and Mrs. Adler, Miss Rosenberg, Miss Barnett, Mr. and Mrs. Disher, Mrs. A. S. Bastedo, Miss Frilsholm, Mr. Wrenmore, Mr. H. S. Milne, Mr. Sullivan.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Mito Maru* (Hamburg line) left Tsingtao for Hongkong on June 11th, and is expected here on June 16th.

The N.Y.K. s.s. *Nikko Maru* (Australian line) left Manila for Hongkong on June 13th, and is expected here on June 15th.

The N.Y.K. s.s. *Bengal Maru* (Calcutta line) left Singapore for Hongkong on June 12th, and is expected here on June 19th.

The P. & O. Co.'s s.s. *Kamala* left Singapore for this port on June 12th, at noon, with the outward English mails, and is due here on June 17th, at 6 a.m.

The s.s. *Myrmidon* (Blue Funnel) left Singapore on June 12th, p.m., for Hongkong, and is due here on June 18th.

The s.s. *Alcinous* (Blue Funnel) left Taipeh on June 12th, p.m., for Hongkong, and is due here on June 14th, a.m.

B.I. S.S. "EGRA."

Telegraphic information has been received from the Managing Agents of the B.I. Apcar Co., Calcutta, that the twin-screw s.s. *Egra*, 5,108 tons register, indicated H.P. 7,000, capable of maintaining 16 knots, will be ready in Singapore on about June 23rd to relieve the Company's s.s. *Eurydice* on the Singapore/Hongkong run.

The *Egra* is one of the Company's up-to-date steamers carrying 46 first-class and 39 2nd-saloon passengers, all accommodated amidship with modern dining, music and smoking rooms. The first saloon is sumptuously upholstered with green crocodile, and the second saloon with red leather, admirably suited for the tropics. The 3rd-class passengers are carried on three specially ventilated and shaded decks.

This vessel was built to run the mails between Rangoon and Madras, where she justly became a favourite, and it is expected she will enhance her popularity on the China-Straits berth.

VESSELS EXPECTED.

Bengal Maru (N.Y.K.), due June 15th.
Calchas (Blue Funnel), due June 14th.
Empress of Japan, due June 23rd.
Janus (Apcar Line), due June 18th.
Kashgar (P. & O.), due about July 1st.
Lima Maru (N.Y.K.), due June 16th.
Malacca Maru (N.Y.K.), due June 14th.
Nagato Maru (N.Y.K.), due June 14th.
Nikko Maru (N.Y.K.), due June 15th.
Tokushima Maru (N.Y.K.), due June 15th.
Tyndareus (Blue Funnel), due June 28th.
Yamagata Maru (N.Y.K.), due June 17th.
Zira (B.I.S.N.), due June 16th.

WEATHER REPORT.

June 13th, at 11.30.—Pressure is highest over the Bonins. It has increased considerably over N.E. Japan and slightly from S.W. Japan to the Bonins. It has decreased slightly from Shanghai to Amoy, and increased slightly S. from Formosa to Luzon.

A Shallow depression lies over S. W. China.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 13th June, 0.06 inch. Total since January 1st, 20.26 inches, against an average of 59.94 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Cap Bock	S.E. winds, moderating; fair to showery.
Formosa Channel ...	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 13th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.67	29.68	29.67
Temperature ...	83	79	84
Humidity ...	66	86	83
Wind Direction	ESE	ESE	E
" Force ..	4	1	2
Weather...	c	o	o
Rain	0.0	0.00	0.08

Highest open-air Temperature on 12th... 84
Lowest open-air Temperature on 13th... 78

HONGKONG TIDE TABLE.

From 14th to 20th June, 1922.

Days of Week	Days of Month	High Water H'kong Standard Time	Height	Low Water H'kong Standard Time	Height
		h. m.	ft. in	h. m.	ft. in
Wed.	14	m 1 35	4 1	m 6 14	3 2
		m 11 39	6 4	7 6 a	1 0
Thur.	15	m 2 25	4 2	m 6 2	3 5
		0 23 a	5 9	7 53 a	1 4
Fri.	16	m 3 19	4 2	m 7 3	3 7
		1 16 a	5 4	8 46 a	1 6
Satur	17	m 4 12	4 4	m 8 26	3 9
		2 19 a	4 9	9 38 a	1 9
Sun.	18	m 4 53	4 7	m 10 23	3 7
		3 30 a	4 5	10 29 a	2 1
Mon.	19	m 5 22	5 0	m 11 57	3 3
		4 46	4 3	11 17 a	2 2
Tues.	20	m 5 48	5 4	0 49 a	2 7
		5 54 a	4 2		

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922 W.L. June 11.	1922 W.L. June 12.
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.50	—2.42	17.10	16.30
Kongmoon, W. River	+14.70	—0.80	4.90	4.30
Linkonghow, N. River	+57.00	—	10.00	9.00
Samshui, N. River	+27.25	—5.00	5.10	4.40
Shekiang, E. River	+15.15	—0.98	10.50	—

Engineer-in-Chief.

VISITORS TO CANTON
Should Purchase
BY THE PEARL RIVER,
BY
CAPTAIN C. V. LLOYD
With Illustrations, Maps and Flags
PRICE $1.75
On Sale at
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THOS. COOK & SON.
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"FAR EASTERN TRAVELLERS GAZETTE" free on application
143 OFFICES THROUGHOUT THE WORLD 143
Far Eastern Offices
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Chief Office—LUDGATE CIRCUS, LONDON E.C.
Local Address:—Hongkong Hotel Building,
HONGKONG:
Telegraphic address: "COUPON." Telephone No 524-5.

CANADIAN PACIFIC STEAMSHIPS LIMITED
HOME VIA CANADA
Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England.
Empress Russia	June 15	July 3	Empress France	July 11	July 18
Empress Japan	June 28	July 19	Empress Scotland	July 25	Aug. 1
Empress Asia	July 13	July 31	Empress France	Aug. 8	Aug. 15
Empress Canada	July 27	Aug. 14	Empress Scotland	Aug. 22	Aug. 29
Empress Russia	Aug. 10	Aug. 28	Empress France	Sept. 5	Sept. 12
Empress Australia	Aug. 24	Sept 11	Empress Scotland	Sept. 19	Sept. 26
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3	Oct. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.
Three Trans-continental Trains Daily.
Special train Vancouver to Chicago leaves immediately after ship's arrival.
Standard Sleeping Cars, Compartments & Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.
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CHINA MAIL S.S. CO., LTD.
(Incorporated in U.S.A.)
OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE
FIRST CLASS FARE TO EUROPEAN PORTS.
Minimum Rate U.S.G. $577.07
Maximum Rate U.S.G. $620.50
First Class Accommodation Throughout.
Trans-Pacific Service
HONGKONG TO SAN FRANCISCO
via Shanghai, Nagasaki, Yokohama and Honolulu.
S.S. "NANKING" August 10th. S.S. "CHINA" July 6th.
Tahiti Service
SAN FRANCISCO TO TAHITI
S.S. "NILE" July 22nd. August 31st.
Java Service
HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
S.S. "GORJISTAN" S.S. "ARMANESTAN"
June 14th.
FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco by weekly sailings for principal Atlantic Ports.
C. T. SURRIDGE, GENERAL AGENT.
PRINCE'S BUILDINGS. ICE HOUSE STREET,
TELEPHONE: PASSENGER DEPT., No. 1934. TEL.: FREIGHT DEPT. & AGENT, No. 2161.
CABLE ADD: "CHIMAIL." [34

DODWELL & CO., LIMITED.
REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON
s.s. "BOWES CASTLE" sailing on or about 30th June.
s.s. "EGREMONT CASTLE" ... about 2nd half of July.
LLOYD TRIESTINO.
TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.
FOR SHANGHAI
s.s. "NIPPON" sailing on or about 28th June.
FOR BRINDISI, VENICE & TRIESTE
s.s. "VENETIA" sailing on or about 21st June.
s.s. "NIPPON" sailing about middle of July.
Passengers' Luggage can be insured at the Office of the Agents.
NATAL LINE OF STEAMERS.
From CALCUTTA to SOUTH AFRICAN PORTS
s.s. "UMLAZI" sailing second half of June.
Through Bills of Lading issued from Hongkong.
For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED,
Agents.
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N. Y. K.
SAILINGS SUBJECT TO ALTERATION
VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada
SHIDZUOKA MARU (Calling Keelung) Monday, 3rd July, at 11 a.m.
YOKOHAMA MARU (Calling Keelung) Wednesday, 26th July, at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c
MISHIMA MARU Friday, 23rd June, at 11 a.m.
HAKOZAKI MARU Friday, 7th July, at 11 a.m.
HAMBURG via DUNKIRK, LONDON & ROTTERDAM
MITO MARU Friday, 16th June.
LIVERPOOL via MARSEILLES and VALENCIA.
TOKUSHIMA MARU Friday, 16th June.
SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU Tuesday 20th June, at 11 a.m.
YOSHINO MARU Tuesday, 18th July, at 11 a.m.
NEW YORK, VIA PANAMA
NAGATO MARU Wednesday, 14th June.
DELAGOA MARU Thursday, 29th June.
NEW YORK via Suez.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE
BOMBAY via Singapore and Colombo.
CEYLON MARU Monday, 26th June.
CALCUTTA via Singapore, Penang & Rangoon
MORIOKA MARU Friday, 23rd June.
NAGASAKI, KOBE & YOKOHAMA.
NIKKO MARU Friday, 16th June at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
YAMAGATA MARU Sunday, 18th June.
MALACCA MARU Thursday, 15th June.
LIMA MARU Saturday, 17th June.
For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 392 & 393. K. H. KAMEI, Manager.

STRUTHERS & BARRY.
MANAGING AGENTS—UNITED STATES SHIPPING BOARD.
EXPRESS FREIGHT SERVICE.
TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.
"West O'Rowa" Due Hongkong 24th June. Leave Hongkong 26th June.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS
TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.
"Apus" Due Hongkong 1st July. Leave Hongkong 3rd July.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY,
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES. INDO-CHINA-STRAITS & JAVA.
1st Floor, Powell's Building, 'phone No. 3008
G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will Leave on or about	For
TJISONDARI ...	JAVA	in port	15th June	SOERABAIA
ARAKAN ...	JAPAN	20th June	22nd June	BATAVIA
TJILATJAP ...	JAPAN	24th June	16th June	BATAVIA via BANKA, BILLITON
TJILIWONG ...	JAVA	20th June	24th June	SHANGHAI & JAPAN

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the JAVA-CHINA-JAPAN LIJN.
York Building, First Floor. Telephone No. 1574.

VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company).
HOLLAND—OOST AZIE LIJN
(Holland—East Asia Line)
(Members of the Straits, China and Japan Conferences).
Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Sailings, subject to alterations.

Steamers	For	Sailing on or about
"OUDEKERK"	ROTTERDAM, AMSTERDAM & HAMBURG	24th June
"OLDEKERK"	AMSTERDAM, ROTTERDAM & HAMBURG	31st July
"ZOSMA"	ROTTERDAM, AMSTERDAM & HAMBURG	20th Aug.
"SEMBILAN"	AMSTERDAM, ROTTERDAM & HAMBURG	21st Sept.

For full particulars please apply to—
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General Agents.
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ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

s.s. CITY OF GLASGOW"...] 5th July. ...London, Rotterdam & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to :—

THE BANK LINE, LTD.,
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or REISS & Co., CANTON

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

s.s. "ALCINOUS"	via Suez Canal	15th June.		
s.s. "EURYPYLUS"	via Suez Canal	5th July.		
s.s. "KEELUNG"	via Suez Canal	15th July.		
s.s. "CYCLOPS"	via Suez Canal	25th July.		

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.) HONGKONG AND CANTON. or THE BANK LINE, LTD., HONGKONG. REISS & CO. CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"CHAMBORD"	15,600 ...	On or about 23rd June.
	"ANDRE LEBON"	22,000 ...	On or about 7th July.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID... ...	"AZAY LE RIDEAU"	15,000 ...	On or about 27th June.
	"ARMAND BEHIC"	11,000 ...	On or about 11th July.
	"CHAMBORD"	15,000 ...	On or about 25th July.

COMMERCIAL LINE

SHANGHAI, FUKOW, HANKOW & TAKOU.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

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A. JOBARD,
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Telephone 740.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloon and Excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN.

(Occupying 9 or 10 Days)

HAICHING	Capt. J. S. Thomson	Friday,	16th June, at 1 p.m.
HAIHONG	Capt. W. C. Passmore	Friday,	23rd June, at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
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YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

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Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

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No. 37, Bonham Strand, West
Tel. No. 155.

S. MITARAI,
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Top Floor, King's Building
Tel. No. 140.

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(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	9,000	5th July	do.
"SCUDAN"	7,000	19th July	Singapore, Penang, Colombo & Bombay
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	Bombay, Marseilles, London & Antwerp
"SARDINIA"	6,580	16th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,092	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.

BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR"	4,849	16th June	Calcutta via Singapore & Penang*
"OBRA"	5,462	15th June	Singapore only.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th July	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"KARMALA"	9,000	17th June, 4 p.m.	Shanghai, Moji, Kobe & Yokohama
"JANUS"	4,824	19th June	Shanghai & Kobe.
"SOUDAN"	7,000	1st July	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

12, Des Voeux Road Central, HONGKONG. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—
Monthly direct service via Singapore and Port Said
"ATLAS MARU" Monday, 10th July.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE
"CHICAGO MARU" Tuesday, 11th July.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"GANGES MARU" Tuesday, 27th June.

DELI & BANGKOK via SAIGON & SINGAPORE
"BUSHO MARU" Sunday, 2nd July.

CALCUTTA.—Fortnightly service via Singapore, Penang & Rangoon.
"PAKING MARU" Saturday, 24th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA
"ALABAMA MARU" (taking Passenger)... Saturday, 17th June.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"SHUNKO MARU" Monday, 19th June.

NEW ORLEANS LINE via SUEZ.
"SUMATRA MARU" Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"ARGUN MARU" Sunday, 18th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAIJO MARU" or "AMAKUSA MARU" Every Sundays, Noon

TARAO via SWATOW & AMOY
"SOSHU MARU" Thursday, 15th June.

Tel. No. 4090. Y. YABAUDA, Manager.

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Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

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St. George's Building.

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Telegrams (Furnprince.)

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
NINGPO & TIENTSIN	"CHIHLI" ...	On 14th June, D.L.
HAIPHONG	"CHINKIANG" ...	On 15th June, 10 a.m.
AMOY & SHANGHAI	"SOOCHOW" ...	On 15th June, 10 a.m.
PAKHOI & HAIPHONG ...	"KAIFONG" ...	On 16th June, 10 a.m.
SWATOW, SHANGHAI & TSINGTAO...	"SINKIANG" ...	On 17th June, 4 p.m.
AMOY, MANILA, CEBU & ILOILO ...	"TEAN" ...	On 18th June, D.L.
SWATOW & SINGAPORE	"KAYING" ...	On 18th June, noon.
SWATOW & BANGKOK	"KIUNGCHOW" ...	On 20th June, noon.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUEICHOW" ...	On 20th June, noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation, amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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TELEPHONE 36.

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T. K. K.

TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. $620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
† PERSIA MARU	9,000	June 14th.
‡ TAIYO MARU	22,000	June 21st.
‡ SIBERIA MARU	20,000	July 5th.
† TENYO MARU		July 19th.
‡ KOREA MARU		July 30th.
‡ SHINYO MARU		Aug. 14th.

† Calling at Dairen. ‡ Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
RAKUYO MARU		June 28th.
* GINYO MARU		Sept. 5th.
ANYO MARU		October 5th.

* Omit Manila.

For full information regarding passenger, freight and sailings, apply to—

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King's Building Tel. No: 274 & 75

Agents at Canton:
MESSRS. T. E. GRIFFITH, LTD.

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MANAGING AGENT, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

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Freight and Passengers

Fare to European Ports USG $620.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

	LEAVES HONGKONG	ARRIVES SAN FRANCISCO
S.S. "PRESIDENT LINCOLN"	June 20th	July 13th.
S.S. "PRESIDENT TAYLOR"	July 5th	July 27th.
S.S. "PRESIDENT WILSON"	July 26th	Aug. —

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON

S.S. "JACOX" June 22nd, 5 p.m.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.
AGENTS AT CANTON:—REISS & Co. [35

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailing (Subject to Alteration.)

Steamer	Sidney & Melbourne via Ports	Lv. Hongkong for Australia
"TAIYUAN" ...	About 15th July.	About 20th July.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone No. 35 (JOHN SWIRE & SONS, LD.), Agent.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
BANGKOK	"SRI SAMUD"	15th June, D.L.

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LD.), Agents.

TELEPHONE 36. [37

HAWTHORNE & PEARSON

Late of Savile Row, London.

LADIES' & GENTLEMEN'S TAILORS AND BREECHES MAKERS

Beg to announce that they are now producing

LOUNGE SUITS from $65

Cut and Finish guaranteed. A visit is cordially invited.

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Entrance opposite General Post Office, Hongkong.

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POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due.
Straits	*Malacca Maru*	14th inst.
Shanghai	*Sinkiang*	14th inst.
Shanghai	*Chengtu*	14th inst.
Iloilo	*Nagasto Maru*	14th inst.
Japan and Shanghai	*Tokushima Maru*	15th inst.
Australia & Manila	*Nikko Maru*	15th inst.
Straits	*Lima Maru*	16th inst.
Europe via Suez (Papers only, London 11th May)	*Zira*	16th inst.
Europe, via Suez (Letters and Papers, London 18th May, & Parcel Mails, 9th, May.)	*Karmala*	17th inst.
Straits	*Yamagata Maru*	17th inst.
Calcutta & Straits	*Bengal Maru*	19th inst.

"OUTWARD" MAILS.

For	Per	Date.
Hoihow and *Bangkok	*Chunsang*	Wednesday 14th, 9.00 A M
Saigon	*Apoey*	Wednesday, 14th, 9.00 A M
Amoy	*Soang Bu*	Wednesday, 14th, 9.00 A M
Swatow	*Tingsang*	Wednesday, 14th, 10.30 A M
Tourane and Qainhon	*Saichow*	Wednesday, 14th, 10.30 A M
Bangkok	*Banka*	Wednesday, 14th, 10.30 A M
Amoy	*Gerjistan*	Wednesday, 14th, 2.00 P M
Shanghai, North China, Japan, *Canada, U.S.A., Central and South America and *EUROPE via VICTORIA, B.C.	*President Jefferson*	Wednesday, 14th, Registration 5.00 P M, Letters 5.00 P M
Tourane	*Kwai Wah*	Wednesday, 14th, 5.00 P M
Bangkok	*Sri Samud*	Wednesday, 14th, 5.00 P M
Straits	*Obra*	Wednesday, 14th, 5.00 P M
Amoy	*Soochow*	Thursday, 15th, 9.00 A M
Barien *Japan, Honolulu, *Canada, *United States, *Central and *South America and *EUROPE via SAN FRANCISCO	*Persia Maru*	Thursday, 15th, 9.00 A M
*Swatow, and Takao	*Sesha Maru*	Thursday, 15th, 8.00 A M
Heihow	*Leesang*	Thursday, 15th, 9.00 A M
Shanghai, N. China, Japan, Canada, U.S.A. Central & South America, & EUROPE via VANCOUVER B.C.	*Empress of Russia*	Thursday, 15th, Registration 9.15 A M, Letters 10.00 A M
Straits, Bangkok and Egypt	*Alcinous*	Thursday, 15th, 1.00 P M
Java and Port Moresby, via Sourabaya	*Tjisondari*	Thursday, 15th, 3.00 P M
Swatow	*Hydrangea*	Thursday, 15th, 3.30 P M
Fort Bayard, Hoihow and Haiphong	*Hanoi*	Thursday, 15th, 5.00 P M
Pakhoi and Haiphong	*Kaifong*	Friday, 16th, 9.00 A M
Swatow, Amoy and Foochow	*Haisking*	Friday, 16th, Noon
Philippine Islands	*Loongsang*	Friday, 16th, 2.00 P M
Straits and Calcutta	*Namsang*	Friday, 16th 2.00 P M
Ningpo	*Taksang*	Saturday, 17th, 11.00 A M
Swatow	*Sinkiang*	Saturday, 17th, 3.30 P M
Shanghai, North China and Japan	*Karmala*	Saturday, 17th, 2.30 P M
Amoy	*Tean*	Saturday, 17th, 5.00 P M
Swatow, Amoy and Keelung	*Amakusa Maru*	Sunday, 18th, 9.00 A M
Japan, Canada, *United States, *Central & *South America and *EUROPE via VICTORIA, B.C.	*Talthybius*	Monday, 19th, Registration 1.45 P M, Letters 2.30 P M
Philippine Islands	*President Madison*	Monday, 19th, 4.00 P M

*Correspondence bearing vessel's name only

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON & CONTINENTAL PORTS
(DIRECT).

"TEUCER"	20TH JUNE	London, Rotterdam & Hamburg.
"ACHILLES"	4TH JULY.	London, Rotterdam & Hamburg.
"ATREUS"	11TH JULY.	London, Rotterdam & Hamburg.
"PYRRHUS"	18TH JULY.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"YANGTSZE"	20TH JUNE.	Genoa, Marseilles, Liverpool & Glasgow
"PHEMIUS"	2ND JULY	Marseilles, Havre & Liverpool.
"OANFA"	20TH JULY.	Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TALTHYBIUS"	19TH JUNE	Victoria, Seattle & Vancouver
"TYNDAREUS"	11TH JULY.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"ALCINOUS"	15TH JUNE.	via Suez.
"EURYPYLUS"	5TH JULY.	via Suez.

PASSENGER SERVICE

"PYRRHUS"	21ST JUNE	for Shanghai.
"PYRRHUS"	18TH JULY	for Singapore & London.
"MENTOR"	22ND AUG	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

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(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.

Complete banking facilities incident to foreign trade.

Travellers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

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Head Office for the Orient:

SHANGHAI
BRANCHES

CANTON, HANKOW, PEKING, TIENTSIN, MANILA, SINGAPORE

D. M. BIGGAR, Manager.

COMMERCIAL.

OPENING QUOTATIONS.

13th June, 1922.

On London.—	
Telegraphic Transfer	2/7
Bank Bill, on demand	2/7 1/16
Bank Bill, at 30 days sight	—
Banks Bills, at 4 month's sight	2/7⅛
Credits, at 4 months' sight	2/7⅛
Documentary Bills 4 months' sight	2/6⅞
On Paris.—	
Bank Bills, on demand	650
Credits, 4 months' sight	680
On New York.—	
Bank Bills, on demand	58⅛
Credits, at 60 days' sight	59⅛
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	199
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	199
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	121
On Manila.—On demand	117½
On Singapore.—On demand	111½
On Batavia.—On demand	151
On Haiphong.—On demand	nom
On Saigon.—On demand	—
On Bangkok.—On demand	86½
Sovereigns, Bank's Buying rate	$ 7.60
Gold Leaf 100 fine per tael	42.60
Bar Silver per oz.	35½

	Per cent.	
Hongkong	10 cent piece	$0.6 Premium.
Hongkong	20 "	1.00 Discount
Canton	20 "	18.18 "
Canton	10 "	9.09 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital $30,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $22,500,000
Reserve Liability of Proprietors $30,000,000

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Chief Manager:
A. G. Stephen, Esq.

Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [1

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the Hongkong & Shanghai Banking Corporation.
A. H. BARLOW,
Acting Chief Manager.

Hongkong, December 29th, 1920. [1

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital £2,000,000
Reserve Fund £2,700,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital	F. 100,000,000	$3,333,333
Paid-up Capital	F. 30,000,000	$8,964,646
Reserve Fund	F. 18,979,240	$1,581,604
Special Reserve	F. 40,160,000	$3,346,667

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabai
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Tehing Ting
Djember	Pemang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betoe
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

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The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP
Agent.

Saigon, September 28th, 1921.



There is an instantly recognisable flavor to "Felucca" which distinguishes it from other Egyptian Cigarettes. This flavor, which is only obtained from the finest selected leaf, has secured for "Felucca" by far the largest sale of any Egyptian high-grade in the Orient.

"FELUCCA"

Manufactured in Cairo by Maspero Freres

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,200,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,150,000

BANKERS
The Bank of England,
The London Joint City & Midland Bank Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kola Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchang business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, January 17th, 1922. [42

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.

725

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital	$40,000,000.00
Paid-up Capital	12,979,200.00
Reserve Funds	8,607,678.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

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The Guaranty Trust Company of New York.

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The Equitable Trust Company New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

THUYEE FEI,
Manager.

Hongkong, September 8th

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	200,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman,
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chun, Mr. Kan Ying Po,
Mr. Fung Ping Shan, Mr. Mak Ching Kong,
Mr. P. K. Kwok, Mr. Wong Yan Tong,
Mr. Kan Chiu Nam, Mr. Chan Ching Shai,
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Chief Manager ... Mr. Kan Fon Po,
Asst. Manager ... Mr. L. Tse Yong.

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SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Accounts at the rate of two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 month at the rate of 3 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month, at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, March 8th 1921. 78

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 61,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Engtien	Nagoya	Shimmonoseki
Makden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Pekin	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen	Saigon	Vladivostok

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA,
Manager.

11th March, 1921. 274

THE BANK OF TAIWAN, Limited.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter 1899.

Capital Subscribed		Yen 60,000,000
Capital (Paid-up)		" 52,500,000
Reserve Funds		" 11,780,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Kosung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOR,
Manager.

Hongkong Branch,
3, Des Voeux Road
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE.
PARIS

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 62,400,000.00
Reserve Funds	Frs. 69,547,208.14

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Touraine
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: The Co. Morgan J. P. French American Banking Corporation Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and a Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARBOT,
Acting Manager.

Hongkong, July 13th, 1921.

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